

The
MILWAUKEE
MAGAZINE

DECEMBER, 1930



Could YOU remember the CHRISTMAS of 1915?



Here is an interesting little story.
And it is true.

It was after dinner. We were reminiscing. John suddenly pulled out his watch, glanced at it and went to the telephone. His wife set down her coffee cup and leaned toward one of the guests.

"Did you see that lovely old Hamilton of John's?" she whispered. "Don't tell him, please, but we're going to give him a new Hamilton this Christmas."

"A great idea! How long has he had that watch?"

"His father gave it to him in 1915. He'll always remember that date exactly. You somehow do—when it comes to things like that."

A good record! As a railroad man (no doubt carrying a Hamilton that has served even longer) you'll agree to that!

Yet today's Hamiltons are more modern, of course, and just as accurate.

If some one in your family hasn't a fine watch, we invite you—we urge you—to give him (or her) one of the new Hamiltons—a watch so lovely, so precious, they will always remember *this* Christmas, 1930.

Perhaps you, yourself, need a new railroad watch . . . or a smart pocket or strap watch for those hours off duty. At any rate, ask your jeweler to show you the new gift Hamiltons. And let us send you a booklet describing them, together with your copy of the convenient Hamilton time-book. Address Department "R," Hamilton Watch Company, Lancaster, Pennsylvania, U. S. A.

(Reading down)—The new *Montour*—a dainty 17-jewel wrist watch in 14K white gold with cord bracelet, \$75. The *Perry*, a smart 17-jewel strap watch by Hamilton, in 14K filled white or natural gold, \$55. The *Marshall*, a beautiful new 17-jewel pocket Hamilton in 14K white or natural gold. With extra charge dial, as shown, \$78.

Railroad Model No. 7 is Hamilton's newest "992." Distinctly modern in design, in 14K filled white gold or 10K filled natural gold. Choice of three Railroad type dials.

Hamilton Watch

The Railroad Timekeeper of America

Hear the Hamilton Watchman every Thursday night at 8.45 E. S. T. over WABC and associated stations of the Basic Columbia Network.





The **PORTLAND**—An extra quality cloth-top arctic which keeps the feet both dry and warm. Specially reinforced at all points. Black cashmerette, four-buckle upper with fleece-lining for warmth. Bumper edge on soles for extra wear.



“A tough day
... without
the old pipe”

HOOD RUBBER FOOTWEAR —it stands the gaff

YOU don't need to tell us. We know that railroad work knocks the spots out of ordinary rubber footwear. That's why Hood sent men right out into the yards to talk to the fellows that use rubbers, arctics and boots, to find out what makes 'em good and what makes 'em “go bad.” And Hood makes the kind that stand the gaff—*Extra thick tire tread soles—Bumper edges on heels and toes* for additional protection—*Reinforced tough uppers* for longer life. All in all a quality line of rubber footwear that gives you your money's worth of honest value. Look for the Hood Arrow when you buy.



HOOD RUBBER COMPANY INC.
Watertown, Mass.



The **ARROW BOOT**—Tough gum rubber upper that best stands the hard wear of rail-roading. Absolutely waterproof. Extra thick, tough grey tire tread sole. Warmly lined. Made in the popular Storm King heights which are above the levels of raincoats.

HOOD MAKES CANVAS SHOES • RUBBER FOOTWEAR
TIRES • RUBBER SOLES AND HEELS • RUBBER FLOOR TILING

IN the electric switch tower outside the LaSalle Street Station in Chicago, Telephoner Ewald winds up his day's work. “Things have happened pretty fast today,” he says, “but what of it? With the old pipe between my teeth and Edgeworth burning away in it, I should worry. For a good many years I've depended on Edgeworth to smooth out the rough edges—and it's never gone back on me yet.”

EDGEWORTH SMOKING TOBACCO

Buy it anywhere. Edgeworth “Ready-Rubbed” or Edgeworth “Plug Slice” 15¢ and up—according to size. Or, if you don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Larus & Bro. Co., Richmond, Va.



LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

Name _____

Street address _____

City and State _____

AMERICAN FLYER Trains—

**Milwaukee
Road
& Other
Locomotives**



Over 7½ million proud and happy owners have chosen American Flyers because of some of the following exclusive features: Actual reproductions of "crack" American Trains—new Steam and Electric type Locomotives that *outpull all others*—Remote-Control-Reversing and Bell Ringing Locomotives—Cars have real Brass Window Trim and Fittings—Longest and Heaviest Freight Cars—and many other features.

Mail the coupon today for the big free 48 Page Train Catalog. The complete line of the *newest and finest* American Flyer Electrical and Wind-up Trains, Equipment, Airplanes and the famous Structo Automobiles shown in actual colors.

Compare—you will agree American Flyers lead in fun-making features and are years ahead of all other trains. Remember they cost no more. Dads, too, make Railroading a hobby.

ASK to see these new American Flyers at your Dealer's. Train book shows 16 Narrow Gauge Trains, 20 Wide Gauge Trains and complete railroad equipment.



No. 1312—The VANGUARD

This 21' long train is finished in brilliant red enamel. Has solid brass observation platform and canopy, window frames, doors and journal boxes. Locomotive has headlight. Seven feet of track. Each \$7.00



No. 1319—The IRON HORSE

Steam type train 34' long. Chrome yellow enamel finish. Has individual brass window frames and observation platform. Locomotive has tremendous pulling power. Ten feet of track included. Each \$11.50



No. 1324—The DISCOVERER

High speed 40' long freight. Locomotive has reversible motor and double headlights. Caboose has electric light. Locomotive and cars are each 9' long. Entirely finished in bright automobile enamels. Twelve feet of track included. Each \$15.00

Western Prices Are Approximately 10% Higher



AMERICAN FLYER MFG. CO.
2218 S. Halsted Street, Chicago, Ill.
Please send me your 48-page, colored Train Book Free.
Name.....
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MILWAUKEE TYPE BLOW-OFF COCK

with its

Joint-Ring-Strainer

With first consideration for safety to those responsible for the handling of locomotives and with further consideration for efficiency in operation and economy in cost, the Milwaukee Road has standardized on the locomotive blow-off cock shown.

The attention of terminal forces is called to the absolute necessity of mounting this blow-off cock on its joint-ring-strainer (shown.)

Attention of engine men is called to the fact that in case of leakage, the valve may be ground in under boiler pressure and without any delay to the service by merely putting a wrench on the square of the valve stem extension and giving valve stem a quarter to a full turn. The valve is held solidly closed by boiler pressure and cannot be opened inadvertently.

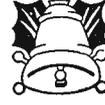
THE BIRD-ARCHER COMPANY

NEW YORK :: CHICAGO :: ST. LOUIS

The Bird-Archer Company, Limited, Montreal



Holiday Greeting



WITH the approach of another Holiday Season it is again my privilege to extend cordial greetings to all the members of The Milwaukee Road family.

The year now drawing to a close has been one of the most difficult any of us have experienced. Out of it, however, has come at least one thing of lasting good—the relief work of the people of The Milwaukee Road for those of our family who, through no fault of their own, are in need. We are all the better for this work, and the extent of our sacrifice is the measure of the good that has come to us. We are showing a solidarity that could have been achieved in no other way. The finest part of it is that those who are responding to this need do not regard themselves as dispensers of charity, but as merely recognizing that a part of what they are receiving is a trust fund for others. As a result of it all we approach this Season, I believe, with more of the true Christmas spirit than ever before.

To every member of The Milwaukee Road family, including those temporarily away because of the business depression, I wish A Merry Christmas, and I look forward, with you, to a better and happier New Year.

H. Sandell

President.

ABERDEEN, Hub City of South Dakota

O. F. WALLER

In Co-operation with Aberdeen Chamber of Commerce

ABERDEEN, county seat of Brown County—the hub of a widespread circle of the Northwest—"City of Opportunity"—lauded for its slogan, "The Aberdeen Way," typical of the spirit of the Dakotas, is the second largest city in South Dakota.

Looking backward to the beginning of things in Aberdeen, we find the Milwaukee Railroad building into Aberdeen in the spring of 1881, and the first train of cars arriving there on July 6th of that year. The city was named by the late Alexander Mitchell, the first president of the Milwaukee Road, in honor of his native city of Aberdeen, Scotland. Reaching the beautiful James River Valley, the railroad soon brought in settlers—active, energetic, forward-looking young men with their families—all bent on making homes on the Dakota prairies. Blazing the trail for pioneer settlers was the railroad's function in those early years. Toiling oxen and the picturesque prairie schooners were much too slow for the brave pioneers coming to start the march of progress in the "Jim River" Valley. History records that General S. H. Jumper was the first bona fide settler to spend a night on the Aberdeen town site; and the present location of The Milwaukee's passenger station was the site of Aberdeen's first (tent) hotel.

The little town was soon colonized and Christmas, 1881, occurred its first Christmas celebration. It was unique and typical of the spirit of the place. A real community celebration was planned, with a Christmas tree and the agent of The Milwaukee Road was delegated to procure the tree, something of an "order" when it is realized that at that time there was not a sizable tree within many miles of the town. However the tree was ordered and the morning before Christmas it arrived—and to the consternation of the committee, the Christmas tree measured exactly five feet in height. What to do. The committee, however, rose to the occasion—they took possession of a new store building and set about making a tree. A heavy timber to reach from floor to ceiling of the room was erected and lath projecting in four directions were nailed to it. Then stripping the little tree, Christmas greens, ropes of cranberries and popcorn and candles and lanterns were hung to the improvised tree and the festival went over with a real Christmas spirit. That tree, despite its crudity, stands out in memory as Aberdeen's first and most marked Christmas celebration.

The Milwaukee Railroad

The coming of The Milwaukee Railroad was one of the milestones of those early days; it brought a steady influx of inhabitants; it beckoned manufacture; it promoted wholesale and jobbing enterprise and it bespoke the welfare and progress of the greatest of all—the agricultural development of the Dakotas. Since that event, a century ago, Aberdeen is now a junction of nine trunk lines operating over four railway systems. Being the largest city in an area of more than 90,000 square miles its influence and reputation covers a broad field. The city's area is four square miles; the official census gives its population as 16,338; its assessed valuation is approximately \$20,000,000. It has at the present writing fourteen miles of paved streets, twenty miles of storm sewer, thirty-six miles of sanitary sewer and thirty-eight miles of water mains.

Industry, Commerce and Agriculture

Its industrial prospectus shows it, the Hub City, in manufactures, in wholesale and in jobbing. Its retail endeavor is also an essential feature. Recognizing the potential power of its geographical situation, with the transportation facilities offered by The Milwaukee's main line railroad to the coast—the only one operating transcontinentally, through Aberdeen, there is excellent outlook for its growth as a manufacturing city, and it already boasts many such institutions which are leaders in their line. Aberdeen now leads the state in butter production. The Equity Union Creameries, Inc., the Beatrice Creamery Company, the George E. Mould Company and the Fairmont Creamery Company annually produce over ten million pounds of butter. Cheese manufacture is also a growing industry; and considerable canned buttermilk and buttermilk powder is made and shipped. It is also a producer of fine ice cream.

Following are some of Aberdeen's leading manufacturing projects:

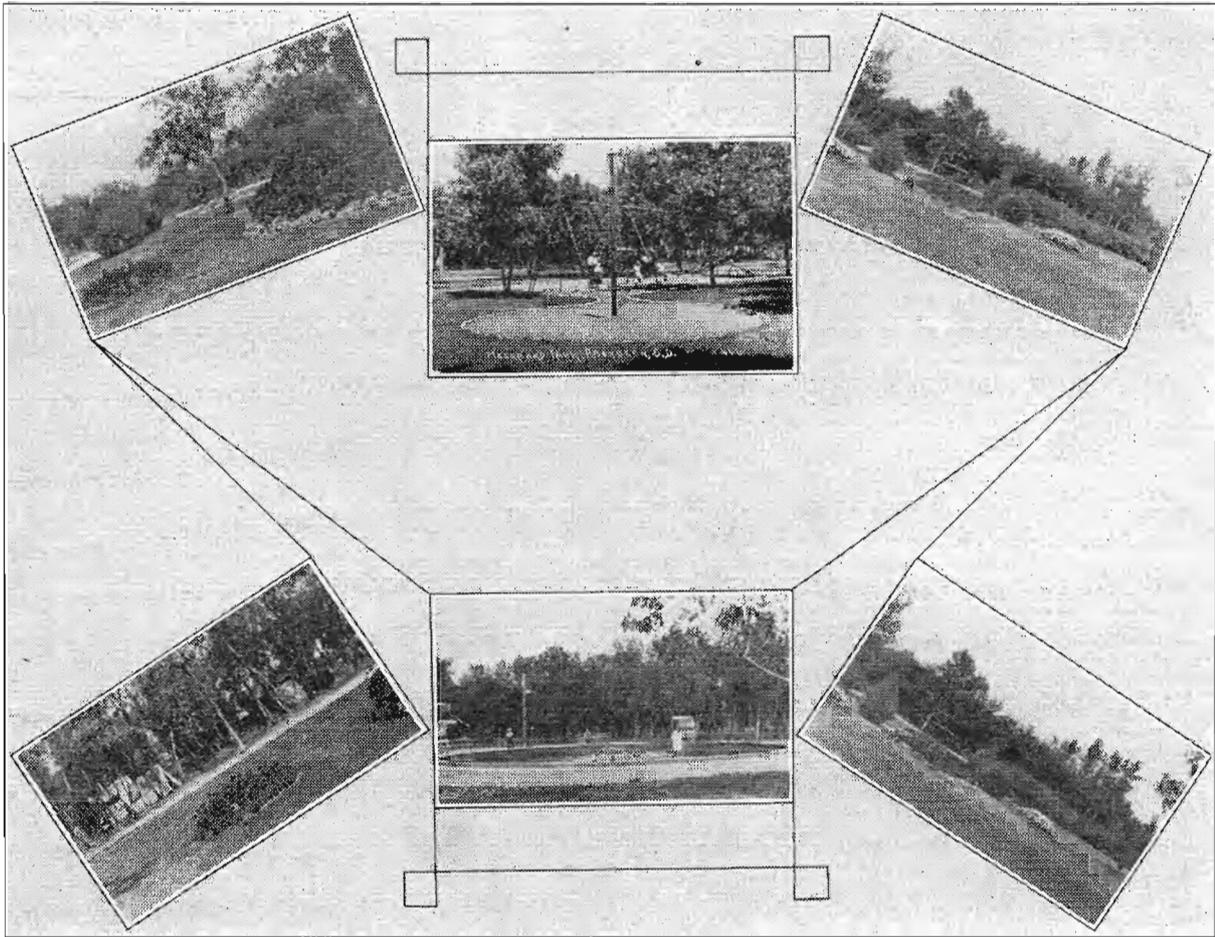
The K. O. Lee & Son, Inc., and the Hub City Iron Works are South Dakota's leading foundries, manufacturing iron and steel machinery parts, construction materials and mechanics' hand tools. The Lee Company leads in the production of hand tools that are shipped annually to Canada, Europe and Australia. The E. S. Gaynor Company is the state's only snow fence manufacturers, and this enterprise is a growing one. The Ward-Owsley Company, Incorporated, have had a very large share in putting Aberdeen prominently "on the map." Their plant, thoroughly modern, occupies nearly one-half a city block, and its bread and candy products are manufactured to capacity of operation and are shipped to all parts of the country. Their candy department enjoys, moreover, a nation-wide reputation and popularity. The Coca-Cola Bottling Company and the Hub City Bottling Works also are prominently included in Aberdeen's list of industries. The Dakota Sash & Door Company is the largest wood-working factory in this section of the Northwest. It employs one hundred men, and its products are shipped throughout the Dakotas and Montana.

Aberdeen and the Brown County territory is the Agricultural Hub of the Dakotas. It is an empire within itself as shown by the United States Crop Report of South Dakota, wherein Brown County stands first in wheat, third in corn, fifth in cattle, first in barley, fourth in oats, eleventh in swine. The United States Bureau of Soils reports the James River Valley as containing the most fertile land in the United States, and Brown County is the center of fertility.

Because of its transportation advantages and its geographical location Aberdeen is the ideal center of commerce and trade for the Dakotas, and is unquestionably the most pertinent factor in the growth of the city and its territory. In the development of the agricultural commerce that of the agricultural implement concerns is outstanding. The International Harvester was the pioneer on the trek of the implements to the golden wheat fields, and Aberdeen was soon recognized as the logical distributing point. Today it is a leader in sales and distribution of modern farm machinery. Each year this great company brings solid trainloads of tractors, power trucks, etc., to Aberdeen for its trade territory. The J. I. Case Threshing Machine Company followed the I. H. Company into this fruitful field of endeavor, establishing itself and developing



Main Street, Looking North



Scenes in Melgard's Park

into one of Aberdeen's leading factors. It also is located on Milwaukee tracks. Others of importance are: the Advance Rumley T. M. Company of La Porte, Ind.; The Minneapolis Moline Power Company, the J. N. Brundage Farm Implement Company, Bengs & Clinton, Leach & Scholley, S. B. Ruud Implement Company, K. O. Lee & Son, Inc., Avery Power & Machine Company, Oliver Farm Plow Implement Company and the Inter-State Equipment Company, this latter being South Dakota's largest caterpillar tractor distributor.

Co-ordinating with our agricultural trade are the following commission firms: Cargill Commission Company, Farmers Union Grain Company, McCarthy Brothers, McCaull-Dinsmore Company, South Dakota Wheat Growers, E. S. Woodworth Company and McDonald-Wyman Company.

Indisputably is Aberdeen the jobbing hub of the Dakotas, for the vast extent



Brown County Court House

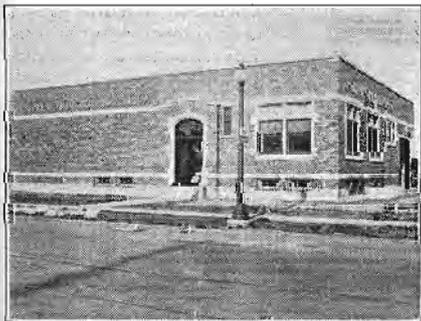


First Methodist Church

of the Dakotas and eastern Montana is served by the wholesale concerns of this city; and again largely by The Milwaukee Road's network of transportation system. To note the contrast of half a century ago with the present, let us turn back to 1883 when Jewett Brothers opened business in a small frame building on a lot where the U. S. Government

Building now stands, the beginning of the important development which now operates in a substantial, modernly constructed building located on Milwaukee tracks; and furthermore, under slightly changed names and personnel in Sioux Falls, S. D., and Sheldon, Iowa. A year ago, as further evidence of Mr. Jewett's faith in Aberdeen's jobbing future, the firm annexed the Jewett Fruit Company. Much more could be written of the service and relations of Aberdeen's wholesale and jobbing row with its hundred odd companies interested in the commerce and trade of the city. Nor can Aberdeen's retail interests be left unspoken, for its range of business and trade cover a radius of more than seventy-five miles, and the city offers the finest and most complete shopping center west of the Twin Cities.

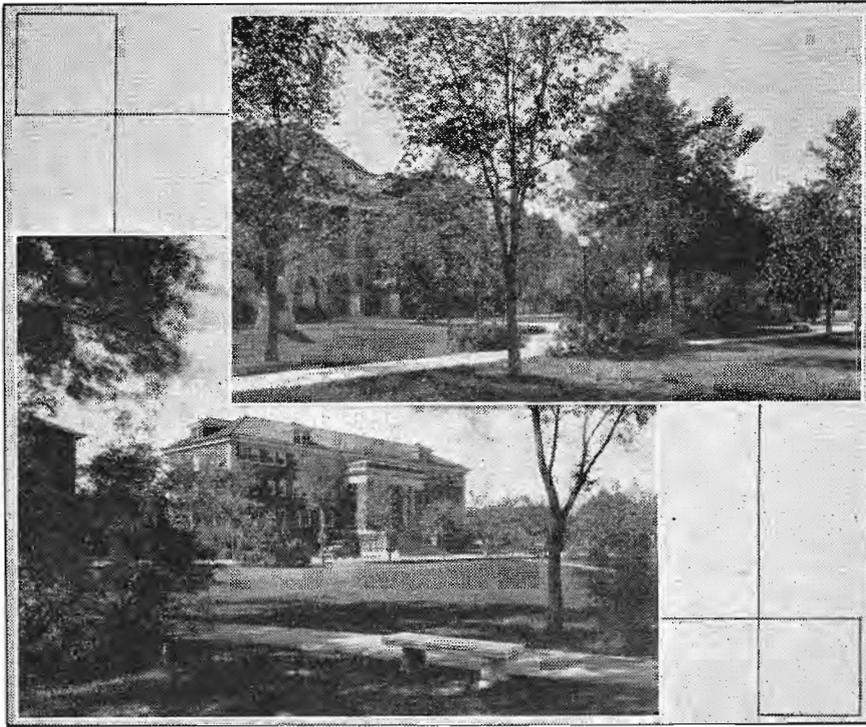
Serving this great alliance of manufacturing and commerce is the Northwest Public Service Company, a million-



John Morrell Company Plant



Alexander Mitchell Library



Northern States Teachers' College

dollar public utility corporation supplying electrical power, gas, appliances, etc., throughout the radius of which Aberdeen is the hub.

Newspapers and Magazines

Aberdeen has the distinction of maintaining the only morning newspaper in the state with a circulation serving a widespread territory. It has, also a daily evening paper. Further, it is the home of the greatest farm and agricultural periodical of the Northwest—"The Dakota Farmer," a journal devoted entirely to agriculture in all its ramifications—diversified farming, livestock, farm development work, etc.

Banking, Buildings, Etc.

That Aberdeen is truly a city of growing importance and with a bright future is evidenced by the continuous and steady growth of bank deposits, post-office receipts and investments; its buildings and building projects, etc. During the past three years a half million dollars has been invested in new dwellings, not to mention the money spent in improvements. The business concerns during the same period have invested over \$2,000,000 in new buildings and major improvements. Among these local institutions are the St. Luke's Hospital, costing nearly half a million; the Combs Shop; Trianon Ball Room, one of the most beautiful of its kind in South Dakota; the Capital Theatre; The Alonzo Ward Hotel, a six-story building of fire-proof construction costing over half a million dollars and one of the state's leading and handsome hostelryes; the new Presbyterian Church, costing nearly \$200,000.

Churches, Schools and Libraries

Seventeen religious denominations minister to the spiritual welfare of the city and more than a million dollars has been invested in church buildings.

Among the foremost educational institutions of this part of the country is

seven grade and two parochial schools, one business college, one auto and tractor school, one school of music and two training schools for nurses make up Aberdeen's contribution to the advancement of learning.

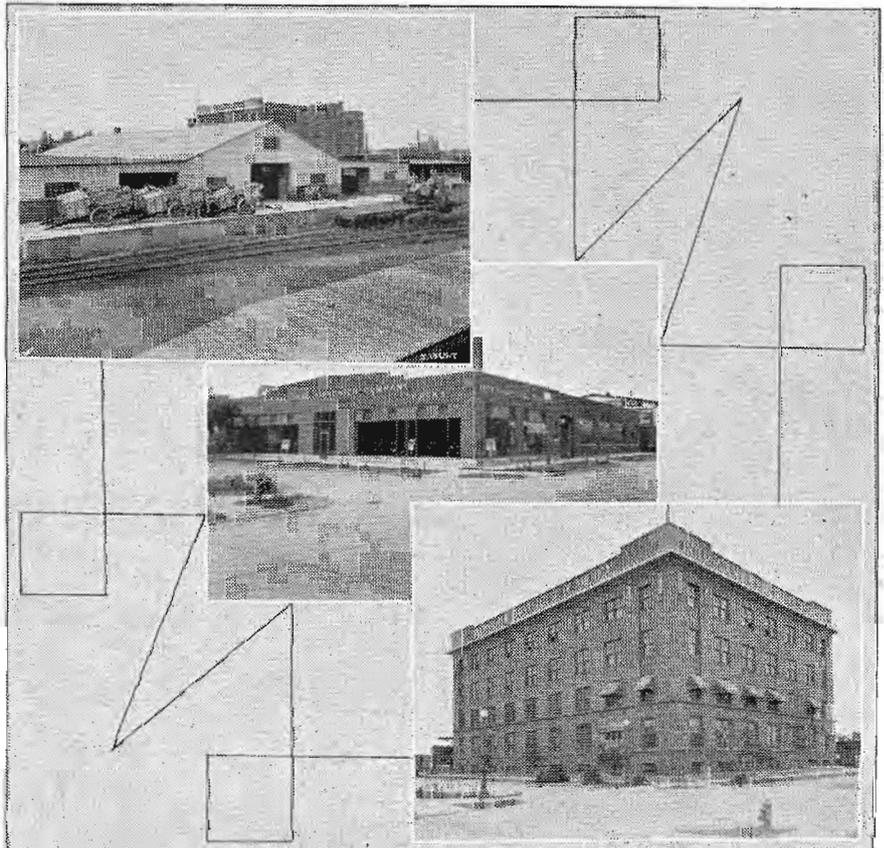
A fine and complete public library is named The Alexander Mitchell Library, in remembrance of the first head of The Milwaukee Railroad. The library is a Carnegie institution and is perhaps the only one in the country not to bear the Carnegie name, but it is said that Mr. Carnegie desired this library to be named in honor of his Scottish countryman, Mr. Mitchell, inasmuch as the city had been named in honor of Mr. Mitchell's birthplace.

A handsome new building houses the Y. M. C. A. and offers to the youth of the city unexcelled facilities for the various activities to which this association devotes itself.

Parks and Recreation Grounds

Aberdeen has five city parks, ranging from the city "squares" to the largest, one hundred and sixty acres in extent, and all are carefully maintained. The city Zoological Gardens at Wylie Park are stocked with buffalo, elk, deer and other wild life.

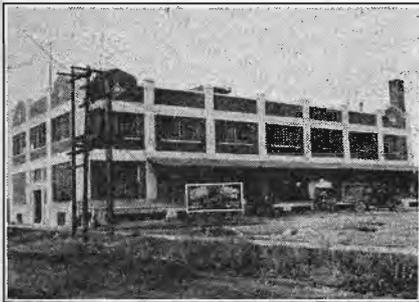
Melgard's Park is the popular play-



The Three Units of International Harvester Company Plant

the Northern State Teachers' College, located in Aberdeen. It leads all other similar institutions with an annual enrollment of over 2,000. On its spacious campus, six blocks in extent, are ten buildings devoted to training of teachers in the industrial and mechanical trades, arts and sciences and allied branches. Central High School, two junior highs,

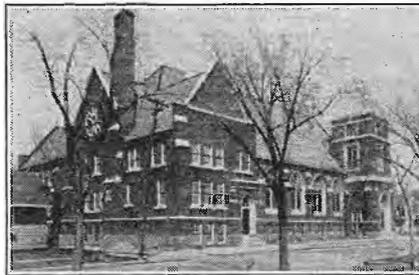
ground. It has picnicking facilities and other forms of entertainment. Its gardens and woodlands are picturesque, and with the walks and drives constitute Aberdeen's most attractive and beautiful outing spot. A municipal bathing beach, municipal dance pavilion and city golf course afford outdoor sports for the many.



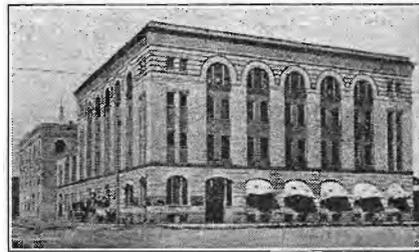
Equity Union Creamery



Bathing at Wylie Park Beach



Presbyterian Church



Jewett Brothers Drug and Wholesale Houses

In closing, one may speak briefly of Aberdeen as the sports' center of this Northwest. Duck, pheasant, grouse, prairie chicken abound in the outlying territory and with the fine hotel accommodations in the city for headquarters, the opportunities for successful hunting are unbounded. Fishing also offers the lure of trout, pike, bass and blue gill.

Associated with Aberdeen's welfare and progress is a well organized Chamber of Commerce with completely equipped home, a fine country club, golf

clubs, gun clubs, civic clubs and the usual list of fraternal organizations, benevolent and women's clubs, prominent among the last named being the Aberdeen Chapter of The Milwaukee Railroad Women's Club.

The foregoing and countless other attractions offer for Aberdeen, The Hub, the home of six hundred Milwaukee Road families, a splendid future in its business prospect and a desirable place in which to live.

The Ghost on Frenchwoman's

Nora Breckenridge Decco

"I don't make no difference to me which one of you goes ahead," and McGaffey, reaching over to where his lantern stood by the window ledge, turned the wick down a bit. "Fix it up with the other feller, ain't neither one of you no good nohow." And he looked over his glasses at the boy beside him.

McGaffey had a mitten on one hand and a wide and thick muffler of many colors wrapped around his neck. His feet were deep in high cut-over shoes, and on top of a number of other coats a heavy mackinaw, reminded those around him that he was "called" . . . that it was winter outside, and that he would probably be out in it all night, and was so prepared. No one thought anything about it, however. Winter, long trips and heavy clothes all went together.

He pushed his cap back on his head and pulled the bunch of way bills from his pocket.

"Looks to me," he said, as he separated bills from lists, and moved the frame of his lantern over on them to keep them "in the office" if any one should open the outside door, "looks to me as if I was pretty unlucky this trip, called out on Christmas Eve right when I was just gettin' ready to eat turkey dinner, a late local, the whole division snow bound an' . . ." he looked again at the boy beside him, "gettin' two student brakemen." He snapped the rubber bands again around the waybills.

"Why two?" and he grinned.

Outside snow covered the land—the station buildings and the shacks below

them. Snow covered the tracks and crossing lights showed dimly through the storm. Snow drifted against the window pane near McGaffey's elbow, and under the outside office door a small drift gathered, fed and replenished by any newcomer who braved the weather to look in on the Train Dispatcher's office on their way home.

Christmas eve on a night like this was nice indoors, but most of the men in the office, around the stove, and against the counter, those ready for a trip or those "just got in," put off opening the door to go out again. Still, homes and Christmas stockings called and presently only McGaffey and Edwards sat across the room from one another, while the young boy who had been called to brake for McGaffey leaned against the wall, and the side table operator worked at his "mill," a green eyeshade low over his eyes,—and snow came higher against the window panes.

McGaffey leaned back against the wall on the two back legs of his chair and took his pipe out of his pocket.

"You know, come to think of it," he began, "I ain't had no students brakin' for me for a long time; good many years since I caught one," and he filled the bowl of his pipe with tobacco from a sack in the other hand.

"Guess I been pretty lucky after all, an' at my time 'o life, you understand, I ain't kickin' on gettin' out Christmas eve, nor missin' that turkey dinner and not even on gettin' two student brakemen, either, but what I am wonderin'

about is how they all happened to come at once. Seems like one of 'em is plenty for a feller, one at a time." And scratching a match along the round of his chair, he held it over the bowl of his pipe, and two tiny flames of light were mirrored in his kindly eyes.

Edwards laughed. Filling in his train sheet, the smoke from his cigarette drifted toward that from McGaffey's pipe, and he looked across the room at the older man, he thought, "Mac has something on his mind and will probably not get out of town until he has told it," and Edwards laughed again.

The student sat down on his heels with his back against the wall. Looked like they was going to stay here for sixteen; and from what he had heard, if McGaffey wanted you to do anything he sure would tell you so. He looked at McGaffey's lantern and turned down the wick in his own. McGaffey smoked.

"One time, good many years ago, out in Nevada, on the Southern Pacific," McGaffey began, "an' come to think of it, las' time I had a student brakin' for me, too," and he leaned back a bit more comfortably in the chair, "I was workin' west out o' Sparks, an' got out on my rest, an' we had a big, heavy train, an' all, an' it bein' Christmas eve an' away from home, things was goin' along mostly like they do this time o' year." He paused and continued. "There **wasn't** no snow to speak of in that part of the country, an' no tall trees like hereabouts, so what, with none of the kind o' weather I was used to an all, well I remember thinkin' it didn't seem much like Christmas to me either."

"I got one regular man an' one student, an' I sent him up ahead. We had a big train an' a helper cut pretty well back, both engines workin' for all they was worth; heavy grade, but everything goin' along good so far's I knew. We got a little time on number nine, the mail train, back at Imlay, an' little more at Gold Run, an' I was figgerin' we would get in the clear at Dutch Flat if we didn't get any more time on 'em at the next open office."

And McGaffey placed his pipe back into his mouth again, and smoking, watched the fire in the open door of the stove before him.

"Well, long in there two, three miles out o' Gold Run an' where the railroad crossed the river, there was a ol' stage stop, some log buildings an' corrals in a grove o' trees, willow, an' cottonwood an' balm o' gilly, and McGaffey leaned back again against the wall. "They was a creek runnin' down to the river, they called it Frenchwoman's; an' way back in the ol' days it was some considerable of a place, an' from all I heard a bad one, too. I remember hearin' first trip I made by there somebody sayin' it had been a sort o' hang out for thieves, cattle an' otherwise, an' a sample o' anything hidin' from the law could put up there an' no questions asked. Some said that murder had been laid at the ol' Frenchwoman's door, too, in them days an' the ghost still hung around it," and McGaffey smiled to himself.

This night I was thinkin' how awful bright the moonlight was an' how it didn't seem nowadays like Christmas to me, no snow or nothin', an' I remember thinkin' how purty everythin' looked there, where we was draggin' along when the head-end stopped like they hit a rock

slide an' I got a god rap on my ear from the window frame in the cupola.

"Well, I got down an' started up ahead quick's I could, wonderin' what had happened an' not bein' able to see anythin' from where I was, an' seemed like I hear a engine whistle over across the river, but wasn't sure on account o' the noise from our helper. but when I got up towards the head-end I see 'em all down on the ground an' it looked to me like they was wavin' their arms an' hollerin' at that student brake'n for me up there, an' they was," and McGaffey smoked again.

"Seemed like they was goin' long at a nice, steady speed, with everythin' lookin' all right, an' Ol' Pink Whiskers on the seat box figgerin' same as me, goin' in for nine at Dutch Flat, when here this young feller that had hired out for a brakeman, he seed somethin' ahead there a ways right plumb in the middle o' the railroad track, a wavin' an' a wavin'. Yes, sir, he was certain sure he did, an' he hollered an' jumped an' hollered some more for 'em to stop an' so o' course Ol' Pink, he stopped, I knew he did . . ." and McGaffey paused and looked at his pipe. Presently he continued:

"Well, they got down on the ground an' went up the track lookin' for what-ever the kid said he seen wavin' at 'em, an' they can't find nothin' there, o' course they can't, they wasn't nothin' to find, never was an' never had been; just too much moonlight, so when I got there Ol' Pink was tellin' this kid what the whole world thought, an' what the railroad thought, an' 'specially what he thought of brakemen, mostly students, an' 'specially that particular student, an' why, if they went to sleep an' dreamed things, what they had to wake up an' tell 'em for, an' why they had to wake up . . ." and McGaffey laughed, and reaching over, pushed the draft of the stove shut with his foot.

"Well," he went on, "just when Ol' Pink was gettin' in his best work an' was about to git out o' breath, we heard another engine whistle an' we stopped doin' what we was, right there, an' started doin' somethin' else, an' mostly it was backin' our train to get in to clear before nine hit us. . . . I sent the student up ahead an' round the curve to stop 'em, and he didn't like it much, middle of the night like it was, an' all them rocks an' trees up there, an' him thinkin' sure he seen that ghost; but he could swing a wicked lamp an' he stopped his train, all right," and McGaffey smiled, remembering.

McGaffey smoked. The sidetable man had cut out five and thirty-three, nothing doing anyway, and you couldn't hear with so much racket. Edwards smoked and filled in a lost "OS" closing his key as McGaffey began once more. "Well, I didn't see no ghost that night, man or woman, an' I ain't never seen any; didn't see nobody wavin' anything across the track ahead of us an' don't think nobody else did, but more'n likely that kid, he thought he seen somethin', leastways he always said he did; some o' 'em do when other folks is doin' their work . . ." and McGaffey grinned down at the boy beside him on the floor. But I know when we got back into clear an'

number nine got goin' again an' we see the figgers we had on paper, an' them they had, wasn't nothin' near the same figgers," and McGaffey paused, his eyes on the snowcovered window across the room.

Edwards blew the smoke from his cigarette across the table. "What was it happened, Mac?" he said, covering the "OS" with a bit of blotter.

"Well, sometimes things like that just seem to happen, always have, an' more'n likely always will," and McGaffey again took his pipe from his mouth. "I worked there some time after that an' went over that piece of track all time, night an' day, an' never seen nothin' even looked like a ghost, an' nobody ever come out to stop us again. Nearest thing I ever see to it was a ol' white cow elk used to graze along the right o' way with a bunch o' range cattle, an' we used to tell the kid she was crossin' the track that night an' wavin' her tail, an' that was the ghost he seen. He always took it good natured like, an' we used to wonder lots o' times about it too, most always when we was goin' along there past the French woman's place. But seein' how it come out an' what might have happened an' all, we knew he thought more'n likely he seen it, an' so we let it go at that. Anyway, it worked out all right for us, whatever it was," and McGaffey smoked.

A long low whistle sounded at the west end of the yard. McGaffey came down on the two front legs of his chair, and reaching over toward the coal pail rapped the side of his pipe bowl against it, and put the empty pipe into his pocket. He stood up and turned towards Edwards. "Well, son, I guess she's down there," and he marked the time with his thumb around the face of his watch, as is the age-old way of railroad men when they look at a time-piece anywhere. He turned toward the student who stood beside him . . . "Reckon you better brake behind this trip, kid," he said . . . "you might run into that ghost on Frenchwoman's brakin' up ahead . . ." He looked across at Edwards, and Edwards laughed.

Acres of Diamonds in Wisconsin

AS POSSESSOR of orchards, grain fields and gardens, Ali Hafed, a Persian of long ago, was a wealthy and contented man, but one day he was visited by a Buddhist priest, who told him that if he had one diamond the size of his thumb he could purchase the country, and if he had a mine of diamonds he could place his children on thrones. "If you will find the river that runs through white sands between high mountains," said the priest, "in those white sands you will always find diamonds."

Ali Hafed, grown discontented, sold his farm, left his family in charge of a neighbor and went away in search of them. At last, after years of wandering, he found himself on the shore of Spain. When a great wave came rolling in, the wretched man cast himself into the tide and perished.

The purchaser of Ali Hafed's farm one day led his camel into the garden to drink. As the camel put his nose into the shallow water of the garden brook,

there was a flash of light from the white sands of the stream. It was a diamond. B'ried in the white sands of the garden there were acres of them. Thus was discovered the diamond mine of Golconda, the most magnificent in the history of the world.

Had Ali Hafed remained at home and dug in his own cellar, or underneath his own wheatfield, or in his own garden instead of facing wretchedness, undergoing starvation and finally taking his own life in a strange land, he would have had "acres of diamonds," for every acre of that farm revealed gems which since have decorated the crowns of monarchs.

How many people of our great agricultural country have lived the life and suffered the tortures of Ali Hafed and, in their attempt to find "acres of diamonds," have passed up numerous opportunities for success?

In our Junior Agricultural Program of 4-H Club work and Smith-Hughes Vocational Schools we have discovered a channel through which a number of diamonds have been uncovered in recent years.

One of the best examples of accomplishment through such a program comes to light with the story of Vernon Knudson of West Salem, La Crosse County, Wisconsin.

In the Spring of 1923 County Agent W. E. Spreiter succeeded in interesting Math Knudson (Vernon's father) in 4-H Calf Club work and, as a result, Vernon was granted the privilege of investing his money in a pure-bred Jersey heifer. The first year he won first place in county competition, learned a number of valuable lessons and received enough encouragement to warrant his going ahead. The following year he again competed in La Crosse County and was awarded a trip to the state fair as a result of work well done. He entered high school in the Fall of 1924 and enrolled in Smith-Hughes work under the direction of M. M. Rowe. The increased demand for his time did not cause him to neglect his duties, as might be supposed, for he purchased two additional pure-bred heifers from an older brother. Vernon became a member of the Boy Scouts and also the Ag Triangle, and was elected as class treasurer and also to the presidency of his 4-H Club. It was necessary to assume a field project in 1925 so he raised six acres of alfalfa (the first on the home farm); he also tried out for the demonstration team and was sent to Wisconsin State Fair that Fall to demonstrate the use of Babcock Test and, in showing his calf, was awarded the honor of Champion Jersey Club calf. That Fall he took testing as his project and handled all milk, fat and cost records in two herds (total 45 cows) for one year. He was still prominent in class politics and made the basket ball team.

In 1926 he not only showed his original heifer but also offspring and was able to win a total of \$150.00 and a trip to the National Dairy Show at Detroit.

Testing the home herd was continued, giving Vernon an excellent practical understanding of the problems of a dairyman. He was a member of the Live Stock Judging Team which won first place at Madison. Up to this time, he had no definite breeding plans, as his bloodlines were mixed, but he and his father decided to concentrate on Fauvic

Prince blood lines and purchased a bull strong in that blood. While exhibiting his cattle at the state fair a Mexican buyer was attracted by one of his two-year-olds, and purchased her for \$350.00. As we stood at the ringside a breeder turned to the father and said, "Well, Matt, you have \$350 to add to your income tax statement," but Matt answered at once, "No, that belongs to the lad. That was his heifer." I could readily understand the pride in their voices as they spoke of the firm, Matt Knudson & Son.

That year he won \$700.00 premium money; had Champion Jersey Club Calf and was awarded a purebred Jersey heifer from the herd of Wm. Knight, Eagle, Wisconsin, by the Milwaukee Journal for meritorious work.

The next Spring Matt Knudson started a chick hatchery in West Salem and Vernon purchased a third interest. In addition to his duties with his herd, he

was captain of the basketball team and was a member of the track team. In the Fall he exhibited nine Jerseys of his own breeding at the state fair and La Crosse Tri-State fair. He won approximately \$800.00 in the open classes, and was never out of the money, and brought home the Champion Calf Club banner for the last year he was able to compete as a 4 H Club member.

Club work can readily be sold to youngsters, but can make little progress unless the program receives the endorsement of the parents and their unqualified support. Club work is the means of developing initiatives, sportsmanship, pride in ownership and leadership.

After six years membership, Vernon is no longer a calf club boy. He is a breeder of dairy cattle and has a practical understanding of the problems in herd management which confronts our breeders daily. Vernon has discovered "Acres of Diamonds."

JAMES M. HAYES

AT Chamberlain, South Dakota, October 31, occurred the death of James (Jim) M. Hayes, superintendent of work equipment, in the 64th year of his age. Death resulted from heart disease, from which he had long been a sufferer.

Mr. Hayes entered the service of the Milwaukee Road in 1891 as a stone cutter, and occupied various positions in the B. & B. Department. He was actively engaged in construction work during the building of the Coast Line, serving as tunnel foreman on the Rocky Mountains.

An outstanding piece of work accomplished by Mr. Hayes was the recovery of a steam locomotive from the bottom of the Missouri river at Chamberlain, S. D., when the pontoon bridge went out in high water. Mr. Hayes, then inspector of equipment, employed deep sea divers, and with the aid of huge logs, scows and centrifugal pumps, donkey engines, cranes and dynamite, persevered for four months, and finally brought the locomotive back to the rails. Mr. Hayes was severely injured during these operations by being struck on the head by a long arm of the crane.

Mr. Hayes numbered his friends by those who knew him. He was genial, kindly, just and efficient, and his passing is mourned by his fellow employes, his officers and his host of friends everywhere.

Funeral services were held in Chicago, November 2, and burial took place at Springville, Iowa. He is survived by his widow, two sons and a daughter, Mrs. H. Richman, of Miles City, Mont., to whom the sympathy of friends of The Milwaukee Road is extended.

Card of Thanks

MYSELF and family would like to express, through the Magazine, to the many fellow-employes, our deep appreciation of the many expressions of sympathy and other kindnesses that have come to us in the recent illness and death of our father, J. M. Hayes.

RICHARD HAYES.

JOHN EVANS

ON October 24, at Rochester, Minn., occurred the passing of John Evans, chief carpenter, of Ottumwa, Iowa. Mr. Evans passed away after a lingering illness, and his death is regretted by a host of warm admirers and friends. On another page of this magazine is a more extended account of the funeral services, which took place at Marion, and a testimonial to the great esteem in which Mr. Evans was held by his co-workers and fellow townsmen.

MYRON McCREEDY

ON November 2, at his home in Seattle, occurred the death of Myron McCreedy. His 81st birthday fell on November 6, four days after his passing.

Mr. McCreedy was a veteran of the Southern Minnesota Division and wore a 35-year service button. On account of ill health he retired from service six years ago, removing to Seattle.

Funeral services were held November 6, with interment in Seattle.

Fire Prevention

L. J. BENSON.

FIRES that have occurred are constant reminders of some things that should and should not be done. The few "DON'TS" suggested below may point out some of your failures in observing safe practices:

DON'T fail to keep grass cut around freight houses, stock yards and tie piles.

DON'T let grass that has been cut lie around to dry. Rake it up and burn it.

DON'T let rubbish accumulate under platforms or around buildings.

DON'T pile ashes against buildings or telegraph poles.

DON'T use an unsafe stove pipe or cracked bowl.

DON'T flip a cigarette butt behind a radiator or locker or on the floor. Always put it out before it leaves your sight.

DON'T ever pass an empty water barrel without filling it or leaving instructions to have it filled.

DON'T leave unused clothes, old rags or papers in lockers.

DON'T spill oil when filling lamps or lanterns and neglect to wipe it up.

DON'T store lamps or volatiles where there is danger of them coming in contact with fire.

DON'T store charcoal in quantities except in a place approved for that purpose.

DON'T let dust accumulate.

DON'T use a welding outfit without dampening all surrounding woodwork.

DON'T use open flames to thaw frozen pipes.

DON'T clean engine fire boxes on side tracks and pull the train over burning coals. There are designated locations for such work.

There was an old woman
Who lived in a shoe;
Her house never burned,
For she knew what to do.
She cleaned up the trash;
The oil can she hid;
She kept all the matches
In a jar with a lid.

Stock yards and their surroundings constitute a distinct fire hazard. It has been observed that in nearly every yard there is a lot of straw and hay prevalent. This is especially true at unloading stations, and it often appears that the place has not had a good cleaning in a long time. Many times hay and straw have been found piled near or against a fence. Empty sacks have been found on the ground and on fences, and it is presumed that the sacks had contained grain or corn used for feeding, but it would seem that greater care should be exercised in disposing of the sacks as well as excessive hay and straw.

The stockman's house or building, which is used for his office, is usually a very bad fire hazard. One will find that this building is equipped with an old discarded stove, usually cracked and full of holes, and the stove pipe will be old and rusty and not at all safe, and very seldom does one find a floor board under the stove, usually a lot of old papers, old clothes, a lantern or two, oil cans full of oil, possibly a lamp. These offices are in most cases wood. Very seldom do I find them locked. This makes a very nice place for the hoboes to cook their meals and a good warm place to sleep, as there is, as a rule, plenty of firewood or coal on hand.

This stockman no doubt is a big shipper, and the station might be a competitive station, therefore, the agent dealing with him every day would be in a much better position to handle this matter with the stockman than a police officer would.

It is surprising that we do not have more fires in our stock yards, and it surely is our good fortune rather than the care given the premises that has been our protection.

"Ah wants a fire insurance policy on my husband."

"What you want is a life insurance policy."

"No, Sah! Ah wants fire insurance, mah husband has been fired four times in de las' two weeks."

THE MILWAUKEE MAGAZINE

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Relief for the Unemployed

EMPLOYES of our company are coming to the relief of the unemployed of the railroad under the working plan promulgated by a committee which met in Chicago on November 3 for the purpose of organizing relief work. This committee consisted of the general chairmen of every organization on the railroad, together with some of the officers of the company, and the result of their conference was the plan set forth in the following letter, signed by the elected executive committee and bearing the endorsement of President H. A. Scandrett:

MILWAUKEE RAILROAD EMPLOYEES' RELIEF FUND

Chicago, November 3, 1930.

To All Officers and Employes of the
C. M. St. P. & P. Railroad:

The volume of traffic and earnings of this company have in common with all others been seriously affected by the nation-wide depression in business through which we are now passing, and which has resulted in an unusual amount of unemployment on the railroad. As all industry is affected by this depression it is very difficult for Milwaukee men and women who are out of work to find other employment, and this condition is made more serious by the approaching winter.

For these reasons we feel that unless help is given by the more fortunate who have employment, those members of the Milwaukee Family now out of work will with their wives and children suffer much hardship and privation during the next five months.

We believe that every Milwaukee employe will wish to help these employes, who are now out of work, and their families, and for this reason this Committee was formed by representatives of the officers and the General Chairmen of all employes' crafts to formulate a plan for the collection of a fund by voluntary contributions by those who now have employment, and its administration for relief of those employes and their families who are in need.

All contributions are voluntary and may be made by payroll deductions or otherwise, and if desired may be deducted monthly over the next five months. These payroll deductions will be made in favor of John Dickie, Treasurer of the Company at Chicago, and those desiring to do so may make their contributions direct to him.



Executive Committee—Seated: Isabelle C. Kendall, J. T. Gillick, W. W. K. Sparrow. Standing: John Dickie, H. C. Kearby, J. H. Vanderhie, D. C. Curtis, W. P. Kennedy, John Johnson, H. E. Pierpont. Mr. Kinsley is not present.

Each supervising officer with the aid of his local Committee is requested to bring this situation to the attention of all of his employes so that each may know of it and have an opportunity to help out in this emergency.

The Committee urges all officers and employes of the Company to contribute to the fund to the extent of their ability, and as the winter is upon us and each day makes the situation more acute, they should, without delay, fill out one of the cards provided for this purpose, in order that these contributions may be made available at once.

Funds so collected will be disbursed under the direction of the Executive Relief Committee, with the aid of the Milwaukee Women's Club.

Executive Relief Committee:

Isabelle C. Kendall, 1st Vice-President Milwaukee Railroad Women's Club.
W. W. K. Sparrow, Vice-President.
H. F. Pierpont, Vice-President.
John Dickie, Treasurer.
D. C. Curtis, Chief Purchasing Officer.
W. P. Kennedy, General Chairman, B. of R. T.
John Johnson, General Chairman, Car Men.
E. R. Kinsley, General Chairman, Clerks.
H. C. Kearby, General Chairman, O. R. T.
J. H. Vanderhie, General Chairman, B. of M. W. E.
J. T. Gillick (Chairman).

This plan for relieving members of The Milwaukee Road family who are suffering in this period of economic depression is the finest activity, I think, in which the men and women of this railroad have ever engaged. Those of us who have been so fortunate as to retain our jobs will, I know, respond to the limit of our ability and do it with utmost cheerfulness. So far as I personally am concerned I do not regard it as charity, but as merely what is due from me in a time of emergency to others in our family who have been less fortunate, and I believe that is the way all of us feel about it.

(Signed) H. A. SCANDRETT,
President.

On the Executive Committee, Mr. W. P. Kennedy, General Chairman of the B. of R. T., was chosen by the organizations to represent the four train service and yard organizations, and Mr. John Johnson, General Chairman of the car men, was elected to represent the six shop crafts. Mr. E. R. Kinley, General Chairman of the Clerks and Freight House Employes; Mr. H. C. Kearby, General Chairman of the O. R. T., and Mr. J. H. Vanderhie, General Chairman, Maintenance of Way Employes.

In handling the Terminal and Division Relief Committees the general man-

ager, the general superintendent or superintendent was appointed chairman; and a representative from the four train service organizations was elected to represent them; the shop crafts elected another member and the other organizations elected one member to represent them. These men with the superintendent, master mechanic and one or more others appointed by the superintendent, make up the division committees; and on these division committees rests the real work of locating and looking out for employes out of work and in need of assistance.

It is gratifying to be able to state, even at this early stage of the plan and work, that every department on the railroad has responded generously, and there is every promise of a good-sized fund to carry on the relief. Whether enough will have been subscribed when the returns from this drive are in, or not, cannot of course be estimated until the general survey of the railroad and the amount of relief necessary has been made, but if more money is needed there is no doubt but that it will be forthcoming. The Milwaukee Spirit has demonstrated itself at the outset and it will carry on until better times come again.

The personnel of the Executive Relief Committee, which will oversee the disbursement of the fund and of the local committees which are, so to say, in the front line trenches, are sufficient guarantee that the money will be wisely and judiciously handled, and that relief work will meet actual and immediate needs and alleviate much suffering.

The chapters of the Women's Club are co-operating with the local committees and giving them the benefit of their experience in relief work among The Milwaukee Family; to assist in investigating cases and take charge whenever and wherever the committee desires them to do so.

This will be a winter of much hardship among many of our fellow-workers, and every unselfish effort to alleviate the distress brings its own blessings to those who give as well as those who receive; and every man and woman on the railroad who has been fortunate enough to escape the necessity of joining the army of the unemployed will count it a privilege to not only give their money but their time and their kindly attention.

In these ways the women of the chapters and of the auxiliaries will find their opportunities, and they may be depended upon to measure up one hundred per cent to the demands upon them.

OUR BEST FOR OTHERS

A Christmas Story

By Earl Lehman

"... gifts of gold, and frankincense and myrrh."

It was the day before Christmas, and snowing, something unusual for that section of the country, as snow on Christmas day was rare indeed.

The local freight train arrived at the home terminal at four o'clock that afternoon, and the conductor, David Lonsdale, was happy.

"Mighty glad to get back this early!" he said to the brakeman, swinging himself down easily off the caboose; and making his way to the yard office.

After the "lay up," Lonsdale left the office for his room, and on the way received more than one invitation for a Christmas eve game of cards at the club or poolroom. Laughingly he declined and hurried on.

At the boarding house he shaved and quickly dressed to street clothes, and musingly regarded himself in the mirror.

"Thirty isn't so old, is it? And not having a girl friend at this time also keeps me from buying another present," and he smiled at his reflection.

David Lonsdale was a handsome, well-built fellow, and greatly enjoyed his work on the railroad. Since his mother's death he had been alone. His greatest enjoyment was to do something charitable at Christmas time. To him this was a season of really doing for others—especially those less fortunate than himself.

When he was ready for the street, he stepped to the telephone and requested the "Aged Women's Home." He waited, but no answer came. The operator tried again, but got no answer. He hung up the receiver.

"Tough luck!" he exclaimed. "But let me see," and pulling out a drawer in his desk, he opened a small note book, "there were fifteen old ladies there last year, and as I can't get Superintendent Cravens on the 'phone—I will chance that number."

Driving down the street in his big red roadster, through the steadily falling snow, he came to a stop in front of a big store, where he purchased buckets of candy, assorted nuts, a box of oranges, and a box of books. These articles were carefully placed in his car. When he was again ready to go, it was snowing even harder, and the wind had risen, and the big white flakes quickly covered his hat and coat; struck against his face, and stung like fine sand.

When he reached the lane that leads off to "Hill Crest" he discovered that the snowdrifts were more numerous, and he had trouble in ploughing through. Dusk had long fallen, and the headlights of his car shone pale through the falling snow flakes.

Suddenly there was a screeching of brakes, a figure had just appeared in front of him, evidently trying to cross the road. It staggered again and again—then fell directly in the path of David Lonsdale's car.

He jumped out and lifted the fallen one out of the snow. Probably one of the old ladies from the home, he thought; but in this he was mistaken, for in the light of the car he found himself looking into the most beautiful eyes he had ever seen. Then they both smiled.

"You will think me foolish," she half apologized and half explained rather breathlessly from the recent exertion, "for being out in this blizzard, but I was just returning from taking some things to a sick family down in the hollow." She motioned a gloved hand out over the snow.

"And you live—here?" asked Lonsdale. "Oh, yes, I haven't had time to explain."

So it happened that while David drove very, very carefully up the hill to the big white house—she told how her father had been appointed the new superin-

MY CHRISTMAS WISH

DON'T you wish 'twas Christmas every day?

Mercy, goodness sakes, Oh say,
Wouldn't that be nice?

Everyone so happy and gay,
Folks biddin' folks the time of day,
My, but isn't it fine?

If every single day of the year,
We smiled at everybody near—
Wouldn't it be great?

Next year's pretty close at hand—
Let's start the first day out just grand,
And smile at everybody!

Then practice it the next—and next,
Never seem one bit perplexed—
Just be happy.

And when the year is at an end,
I just bet we'll comprehend—
Life's been worth livin'.

LUCILLE MILLAR,

tendent of "Hill Crest," and that she was home from college just for Christmas.

This was the way in which Julia Matthews and David Lonsdale became acquainted, and he was readily accepted into the Matthews family circle.

It was quite natural that this girl should assist the young man, who was so much different from others she knew, in the giving of his gifts.

He explained how he had bought for fifteen old ladies, and Mr. Matthews' eyes grew softer, and he answered sadly, "We did have fifteen dear old ladies here, but only last week one of them passed away—and we miss her very much.

The girl's eyes seemed to dance as the gifts were distributed, and David at last presented each lady with a beautiful Bible.

"That is just what I have always wanted!" exclaimed several.

"I shall always think of you when I read," said another.

"I intend to read from this book every day," said still another.

David Lonsdale had succeeded again in making others happy.

* * * * *

Christmas day they attended "The Alhambra," where they saw the epic of the rails, "Danger Lights," the spectacular railroad drama, which every one was talking about. They had returned to "Hill Crest," and stood for a moment on the big veranda, looking out on a world covered with snow. Everything seemed to be draped with white, everywhere it was quiet and peaceful. Then down below them they saw a railroad train appear, heard its moaning whistle, and a faint click of the rails. They silently watched it move swiftly over the country—at last disappearing in the distance.

They opened the door and entered a room of warmth, where the flames from the fireplace leaped joyously up the wide chimney.

After they had sat and watched those dancing flames, the girl finally laughed and spoke,

"Do you know this is the happiest Christmas I have ever known?"

David Lonsdale nodded and smiled.

"Why?" he asked.

"Because at last I have found someone who really believes in doing for others, first," she answered with a proud look.

"And do you know, Julia—Miss Matthews—" he confided, "that train we just saw go by is an inspiration to me! The Milwaukee Road serves the country through which it passes. Its sole purpose is to serve. I believe every loyal employe on our road really feels that urge."

The girl rose from her chair, walked



Lobby Setting for "Danger Lights," Davenport, Iowa

over and leaned over the back of David's chair. Looking down at him with a wondrous smile, said:

"Then I think a very good motto for us to always use would be, 'Our best for others.'"

ACCIDENT SAFETY PREVENTION



Sixteen Years Without Injury to Himself or His Men

MEET Mr. Dan Stravrus, section foreman at Bascom, Montana, Trans-Missouri Division, who has sixteen years of service to his credit with a perfect safety record, which means no injuries to either himself or any of his men during the sixteen years.



Dan Stravrus

For A Happy and Safe New Year

TO ALL EMPLOYEES:

"I want to express my appreciation of the fine support you gave me during the year 1930, which made it possible to show a nice reduction in the number of employes killed and injured.

"Your co-operation and sincere interest in the Accident Prevention work is solicited for the year 1931, when it is expected that new records will be attained and many lives and limbs saved.

"Please accept my sincere best wishes for a joyful Christmas day and a Happy and SAFE New Year.

"M. J. Flanigan,

"Manager, Safety Department."

Always Had a Good Safety Record

WE have here

Mr. Ed Lennon, who is Yard Foreman at Round-up, Montana. He has been in the service of The Milwaukee Road ever since the lines west of Moberge were constructed, having been in charge of extra gangs and running the yard at Round-up ever since. Mr. Lennon has never sustained an injury in all his years of service, and has always had a good safety record in the gangs he handled.



Ed Lennon

Will You Ever Be in This Situation?

By Charles York

Section Foreman, Hastings, Minnesota

THE bread of dependence is bitter, when you are tempted to do the unsafe thing. Have you ever seen a crippled man accepting charity at the hands of relatives? Was it the happiest situation you have seen? What if the dependent was you? Think how the situation can be avoided now by yourself, all through the practice of SAFETY FIRST.

Don'ts

Don't undertake to carry the worries of life into your work day. An untroubled mind and a clear head are vital to the safety of any man.

Don't say, "I have no time for SAFETY FIRST," others have said the same and their loved ones have had to pay the price. A lot of them are widows of men who "Had no time for SAFETY FIRST."

Don't say, "I'll think it over." A lot of things can happen while you are thinking it over. Many men lose their lives every day "Thinking it over."

Don't say, "I will practice SAFETY FIRST tomorrow." That would be tempting and defying fate. Such delays are excuses and settle nothing. They become a habit. When tomorrow comes it is the same. Today is the day to practice SAFETY FIRST. Every day "Is today."

Don't say, "I want to get everything else out of the way first." That time will never come. We never get everything out of the way. Our obligations do not diminish, they multiply.

The Clock of Life

The clock of life is wound but once, and no man has the power to tell just when the clock will stop, at late or early hour.

Now is the time to practice SAFETY FIRST, so be determined that you will.

Place no faith in tomorrow, for the clock may then be still.

SAFETY RECORDS

THE contest records for the nine-month period ended September 30, 1930, shows the following officers on the top of the list in their various groups:

Name	Title	Division
J. H. Valentine	Superintendent	Superior
John Turney	Master Mechanic	T. C. T.
F. D. Campbell	Asst. Supt. Car Department	Lines West
(Classed with D. M. C. B.)		
M. M. Harrington	Trainmaster	Wisconsin Valley
W. H. Dempsey	Asst. Master Mechanic	Milwaukee Terminals
(Classed with Traveling Engineers)		
W. H. Blanchard	Division Engineer	Superior
J. A. Cherwinkler	Roadmaster	Iowa
L. J. Denz	Chief Carpenter	Chicago Terminals
J. J. Flanigan	General Yardmaster	Illinois
J. P. Fahey	Agent, T. C. T. Transfer House	Minneapolis
J. C. MacDonald	District Storekeeper	Illinois, Dubuque, Iowa, K. C., S. C. & D., Des Moines & T. H.
A. O. Swift	Signal Supervisor	Illinois, Dubuque, Iowa, K. C., S. C. & D., and Des Moines
J. G. Wetherell	Asst. Engineer (Grade Separation)	Milwaukee Terminals
G. Lamberg	Locomotive Shop Superintendent	Twin City Terminals
L. B. Jensen	Car Shop Superintendent	Milwaukee Terminals
J. J. Roe	Store Shop Superintendent	Illinois

The personal injury figures for the month of September and the nine-month period, 1930, are as follows:

	September, 1930			September, 1929			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	3	18	8	7	94	64	4	76	56
Lines West		5	3		13	8		8	5
System	3	23	11	7	107	72	4	84	61

A decrease of 77 per cent in reportable cases.

	Nine Months, 1930			Nine Months, 1929			Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	16	229	149	27	939	494	11	710	345
Lines West	5	65	43	6	180	83	1	115	40
System	21	294	192	33	1,119	577	12	825	385

A decrease of 73 per cent in reportable cases.

During the month of October there were 18 divisions that had clear reportable injury records, and those with the star prefix also went through without a lost time injury, as follows:

Illinois	*C. & M.	*Superior
*Dubuque	*R. & S. W.	*River
*Iowa	*LaCrosse	I. & D.
*S. C. & D.	*Northern	*S. M.
*Des Moines	*Madison	*Nor. Mont.
*Chicago Terminals	*Wis. Valley	*Idaho

There are a great many departments and local points that have made remarkable Safety records, but evidently the officers in charge are too modest to report them so that they can be inserted in the Magazine and for that reason we have no individual Safety records to offer this month. However, we expect to show a new set of records in next month's issue provided those with good records come through.

The figures for the month of October at the present time indicate that we will have a total of 20 reportable injuries, a reduction of 67 per cent when compared with October last year. There is little satisfaction to be gained from this reduction when we are reminded that the figure of 20 includes one fatal injury, being that of an engineer on Lines West, who was electrocuted. The Safety Department has been making a drive to do away with fatal injuries entirely, but unfortunately they occur in spite of all effort made to prevent them. Of course we were

all happy when the month of August was completed without one of these sad affairs and all employes should be anxious to repeat that record by performing their duties in a safe manner and according to the rules. The month of December will close a successful year in Accident Prevention but we will all have to admit that we could have done better. Therefore, the opportunity is placed in your hands to make a much better record in the year 1931. Why not lay plans now for the coming year? Each employe should resolve on December 31st to make it his business to go through the year 1931 without a personal injury, then, provided you will all make good and not break that resolution, we should be able to go through the entire year 1931 with the most marvelous Safety record ever accomplished by any road throughout the entire country. In accomplishing such a feat you will also have eliminated a vast amount of privation and sorrow, endured by the mothers and wives or children who are most vitally concerned whenever an employe is injured, fatally or otherwise. Remember that those most dear to you are due more consideration than you are due yourself. Picture what it would mean to them should you be lying on a hospital bed on Christmas Day. Would you deprive your family of a happy Christmas? Would you want to be guilty of depriving them of the joy rightfully due them on that particular day? Wouldn't you rather have your children laughing and full of happiness while opening presents at the foot of the Christmas tree instead of having them crying and in deep sorrow because you were injured and could not be with them? Think it over. This thought should prevail not only for Christmas Day but for every day of the coming year. Therefore, you should make your no-accident resolution now and live up to it. We will soon be off to a new start in a new year, with new possibilities of saving lives and suffering, and with a new opportunity for a better Accident Prevention record. Are you going to do your part?

Safety Rules Beneficial



J. J. Kelly

HERE is a snapshot picture of Section Foreman J. J. Kelly of Deer Lodge, Montana. Mr. Kelly has been a foreman on the Rocky Mountain Division for a considerable length of time, and bears the distinction of having covered the period October 6, 1924, to date without an injury to either himself, or

any of the men under him. During his long years of service, he has always made it a point to instruct the men as to the safe methods of handling their work, and since the safety rules were placed in effect, he has found them of considerable benefit in more forcibly impressing upon the men under him the necessity of doing their work safely.

No Injury to Himself or His Men Since 1919



Charles Lower

THIS is a picture of Section Foreman Charles Lower, who has charge of Section 103 on the Rocky Mountain Division in Division Engineer D. C. Rhynsburger's territory.

Mr. Lower has been the section foreman at Sappington, Montana, for some time, and is proud of the fact that he has not had an injury to himself, or any of the men under him since 1919. He is convinced that it is not a matter of luck to go through month after month without a personal injury and fully appreciates the necessity of always being on the alert and watching his men continually in order to keep his record clear.

Milwaukee Employees Pension Association Members Entered on Pension Roll October, 1930

THE following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of October, 1930:

Name	Occupation	Division or Department
Henry Allgeier	Switchman	Chicago Terminal
James Andrews	Car Inspector	Kansas City Division
Charles F. Benfer	Section Foreman	Iowa Division
Albert Bergman	Gate Tender	La Crosse Division
Mike Bresnahan	Yardman	I. & D. Division
Elmer E. Brooks	Conductor	Trans-Missouri Division
Chas. Burmeister	Section Foreman	Madison Division
Frank J. Komiskey	Laborer	Store Department
Julius H. Krueger	Laborer	Milwaukee Shops
John Lansinger	Blacksmith	Milwaukee Shops
William T. Oswald	Tinner	Dubuque Shops
Gabriel Pederson	Agent Helper	Dubuque Division
William Priebsch	Section Foreman	La Crosse Division
James H. Rouse	Clerk	Coast Division
Oly Sharon	Engineer	Northern Division
Hugh Stuart	Coach Cleaner	Illinois Division
David Thomas	Sweeper	Iowa Division
George Vollrath	Machinist	Dubuque Shops
August Wieneke	Engineer	Dubuque Division

C. W. MITCHELL, Secretary-Treasurer.

Just This Minute

If we're thoughtful just a minute,
In whate'er we say and do,
If we put a purpose in it,
That is honest through and through,
We shall gladden life and give
Grace to make it all sublime;
For, though life is long, we live it
Just a minute at a time.

Announcement

THE annual Milwaukee Road Bowling Tournament is to be held at Milwaukee, Wis. The meet will open on February 28, 1931, and run through to March 29. The Wisconsin alleys have been selected, as these alleys are easily reached by out of town visitors.

A Stumbling Block or a Stepping Stone ... WHICH?

Isn't it strange that Princes and Kings,
And the capering clowns of sawdust rings,
And common folk like you and me,
Are BUILDERS of Eternity?

A set of plans, a bag of tools,
A shapeless mass, and a book of rules,
For us to make, ere life has flown,
A Stumbling Block or a Stepping Stone.

Fellow-employes, are you making a stumbling block or a stepping stone in the great movement of Accident Prevention on this railroad?

In Memoriam

James (Jim) M. Hayes

"Halt! Transfer the bearings, don't take any chances,
Use drifts in the timbers to make 'em secure,
We must make some headway—some worthwhile advances,"
He counseled his men, that their work might endure.

The Yellowstone knew him, his vigor and voice,
Which it early confirmed at Four Seventy-eight.
Unmoved by its current, its width or its ice,
He mastered the problem—let the structure relate.

The throb of the engine was music unto him,
Activity's soul could his motives embrace,
The force he commanded, respectfully knew him,
Each soul knew his work-shop, his time and his place.

But of course, like most men, bent on succeeding,
When mishaps occurred that reflection would hinder
His temper ignited, distrustful of pleading,
Yet forgiveness, as such, he'd as hastily tender.

And few men know better the need of a story
To lighten disaster or jolly despair,
Which he pleasantly told on Fritz, Pat or Rory,
For lightsome concern to flash through the air.

But Halt! came the order from out of the distance,
The Fates had decreed that the message was right,
Like the orders he gave, It brooked no resistance,
Leading upward and onward. LEAD, KINDLY LIGHT. E. M.

The alleys are located at Sixth Street and Wisconsin Avenue, which is five blocks from the Union Depot.

The Committee is making preparations to handle the out of town bowlers in such a way as to make all who participate in this tournament pleased with their visit at Milwaukee.

There will be prizes for the Booster Squads, as we would like to have all who can attend this tournament.

Hoping to see you in Milwaukee during March,

WILLIAM J. CARY,
Secretary-Treasurer,
Milwaukee.

The Agricultural and Colonization Department

Lamb Feeding in Brown County, S. D.

W. E. Dittmer, County Agricultural Agent, Tells of Activities in Livestock Feeding Program

"A SUMMARY of the sheep feeding project in Brown County for the fall of 1930 shows that approximately 17,300 head of sheep were secured and put on feed by farmers. The project was carried on in the county through the co-operation of the C. M. St. P. & P. Railway Company, Aberdeen Chamber of Commerce, County Agricultural Agent, in addition to the outside agencies. The men who have been particularly active in the project were J. K. Ford, Livestock Development Agent of the C. M. St. P. & P. Railway Company, Bert Coombs, Secretary, Aberdeen Chamber of Commerce; Fred Roberts, Snyder Sheep Company; J. O. Hembre, Intermountain Marketing Association, in addition to local buyers and others.

"Twenty-two double decks, including approximately 6,600 head, were placed in the county by the Snyder Sheep Company on the contract plan, giving the farmers 9c a pound for every pound of net gain and the company standing 2% of the losses. The feeding was supervised under this plan.

"Nine double-deck cars (2,700 head) were placed by the Intermountain Marketing Association, Billings, Montana; 7 double-deck cars (2,100 head) by the Agricultural Credit Corporation, and about 19 cars, representing 5,400 head, were purchased by farmers either direct, or through local dealers, and financed by local banks.

"There are, no doubt, other sheep which were placed, but these are the ones included in the project of which we have record."

Farmers Want County Agents

November 4 Vote in Favor of Agricultural Extension Work in Bowman and Hettinger Counties, N. D.

W. L. OLSON, and Walter L. Sales, County Agricultural Agents for the North Dakota Agricultural College and County Agricultural Associations at Bowman and Mott, N. D., have, during the past year, proved the value of County Agent work so that at the polls on November 4, the people voted to continue the work with county support.

The past eight months have witnessed the organization of twenty-one boys' and girls' 4-H Clubs in Bowman County, with a membership of one hundred ninety-six. A 4-H stock judging team was trained from among this membership, which won first honors at the district fair. The County Agent, R. L. Olson, made 442 farm visits, wrote 821 individual letters, and received 1,027 callers at the office during the past nine months. One hundred and seventy calls were made on 4-H Club members. Many other activities, such as alfalfa seed distribution, live stock improvement, Homemakers' Clubs and agricultural conferences, were in-

cluded in the year's work, which was sponsored and directed by the Bowman County Agricultural Association. Our Agricultural Development Department has actively co-operated with this Association in starting and carrying on this program.

In Hettinger County, fifty-two farmers have started with registered alfalfa and sweet clover seed through the effort of the Hettinger County Agricultural Extension Committee and the County Agent, Walter Sales. Records in the County Agent's office show that 21,300 pounds of alfalfa and sweet clover seed were purchased and made available for farmers through this office. This would seed approximately 2,700 acres. Club work is one of the major activities in Hettinger County. Our railroad is much interested in furthering these programs, as we are in all counties which we serve.



Seventy-three 4-H Calves and Owners in Front of New 4-H Building, Clallam County Fair

Kiwanis Club of Port Angeles Backs Up Dairy Production

THE members of the Kiwanis Club of Port Angeles, of which Frank L. Plummer is president, and Hazien Bastain is secretary, believe that in no other way can their organization assist in the development of the agricultural industry of Clallam County to better advantage than in the boosting of their major industry, namely, dairying. This group of men have for a number of years been interested in doing constructive work along the agricultural lines, but recently have hit on the plan of giving 4-H Club work, especially Calf Club work, a great deal of attention.

Last year, in addition to putting up \$500.00 prize money, which is distributed in the Clallam County Fair for Calf Club prizes, these men put their own labor, working in groups during the summer months from 5 p.m. to as long as they could see to drive nails, completed a fine commodious and specially well-equipped building on the Clallam County Fair grounds for the housing of the 4-H Calf Club entries. That the building was not only needed, but well patronized, can be judged by the photo showing seventy-three 4-H calves, with their owners, in review alongside this specially constructed barn, capable of housing one hundred calves.

The show is an annual affair and this year in addition to the usual awards for individual entries, special awards were made for the best milk-testing teams, best judging teams, and best showmanship.

The Kiwanis Club of Port Angeles, while realizing the importance of raising

good dairy herds, seem to even more fully realize the value of raising good dairymen, and have aroused a very intense interest in this particular phase of their activity.

County Agent A. W. Holland is most enthusiastic in his praise of this type of work as a direct method of building up the dairy industry in Clallam County, where there are already a great many excellent herds of high producing cows, and feels that this project affords one of the very finest opportunities for the development of a friendly spirit between town and country.

\$400,703 Loss to Shippers

Illinois Livestock Producers Paid This Amount to Trucks in Excess of Railroad Costs

A STUDY of livestock trucking rates, made by R. C. Ashby, University of Illinois, developed the fact that in one year Illinois livestock shippers spend \$400,703 more to haul stock trucked to Peoria, East St. Louis and Chicago, than rail service. During the year, 1,115,600 head were shipped to these markets by truck at an additional cost of 34.4c per head. Mr. Ashby states:

"Conversations with truckmen indicate a realization on the part of many that rates are now so low in many instances as to preclude satisfactory profit on the present basis of operation."

Shorthorn Cattle to Montana

Rock County, Wisconsin, Farmers Sell Thirty Head to Custer and Fallon Counties

ON NOVEMBER first, a carload of fine Shorthorn cattle was loaded on The Milwaukee Road, at Janesville, for shipment to Ismay, Montana. Our Agricultural Development Agent, W. R. Hauser, assisted J. O. Hembre, County Agricultural Agent, at Baker, Montana, by purchasing these nine Shorthorn bulls and twenty-one females. The cattle were purchased from twelve different breeders and shipped to twelve Montana farmers. These Shorthorn breeders have developed an outstanding type of dual purpose cattle as they give a good account of themselves on the block, as well as at the pail. This type of cattle is well adapted to eastern Montana general farm conditions, and a real service is performed by the Agricultural Credit Corporation of Minneapolis in financing the Fallon and Custer Counties' farmers in this purchase.

A start in good cattle is, in this way, afforded to eastern Montana farmers and a market provided for Rock County livestock.

Rock County, Wisconsin, has one of the outstanding Shorthorn Breeders' Associations in the United States. They have shipped cattle to practically every State in the Union, to Japan, to Mexico, to South America and to Porto Rico.

This association has been in active operation for fifteen years. A large percent of the present members were charter members and are still taking an active part in boosting their breed. Good highways, gravel and pavement, with farm homes close together, enable prospective buyers to see and visit many herds in but a few miles of travel, and a small amount of time. About 2,000 pure-breds are owned in this small area.

The herds are cared for in a practical way and are kept to make money. This is proven by the fine homes of the respective breeders.

The best blood lines are to be found in this County, as well as outstanding individuals. The herds are all T. B. tested and most of them are Federal accredited.

Cattle purchased here are all ready to be shipped into any state and at time of delivery to railway yards, they are haltered, pedigreed, with health certificate furnished.

Farm to Market Roads

Shannon County, S. D., Land Owner Finances Twenty Miles of County Road
C. J. HORGAN, Rapid City, S. D., is an extensive land owner in the Pine Ridge country. He is a good road booster in a practical way, as he guaranteed the financing of twenty miles of road, because the County Road Fund is practically exhausted. This road has been graded and put in fine condition for winter travel to Conata and Interior, where much of the grain is marketed from the Pine Ridge Reservation country. The action of Mr. Horgan is very constructive and public-spirited.

The annual convention of Fifth District Farmers' Union, held at Philip, S. D., on September 13, adopted the following resolution:

"Resolved, that this Convention is opposed to starting a state paving program before the farm to market roads are graveled."

Eat More Lamb

Montana Wool Growers Appreciate Co-operation of The Milwaukee Road

IN THE November first issue of the *News Letter*, published by the Montana Wool Growers' Association, Murray E. Stebbins, Secretary, Helena, has the following to say about the co-operation of our company with the lamb producers:

"The Milwaukee Railroad has started an active campaign on its dining car service for the increased use of lamb. Word has been received from D. B. Noble, state representative of the Agricultural Department of The Milwaukee, that The Milwaukee Road is carrying lamb meat on their regular menu and, in addition, they are featuring cold roast lamb for its lunches. This is real co-operation and the Montana Wool Growers' Association certainly appreciates this splendid co-operation of The Milwaukee Railroad. Every little bit helps. Every organization featuring lamb takes that much more lamb off the market, and every new member sent in gives that much more power to your State Association. The Milwaukee Road has promised its good co-operation to the Montana Wool Growers' Association in helping build up the sheep industry, and they state that they feel that they are justified in supporting the 'Eat More Lamb' campaign, sponsored by your Association."

Moses Lake Apples

Thirty-Five Thousand Boxes from One Grower

HARVEY SMITH, Neppel, Washington, will ship thirty-five thousand

boxes of apples, grown on his fruit farm near Moses Lake, this season. It is a remarkably fine crop of apples, averaging seven hundred and fifty boxes per acre. This district, served by The Milwaukee Road, is being featured in the advertising campaign being carried on by the Agricultural Development and Colonization Department. The irrigation water cost is low and the financial condition of the district is absolutely sound.

Montana Cattle to South Dakota Agricultural Credit Corporation Finances Purchase of Sixteen Cars for Brule County

THIS shipment of high grade Hereford cattle originated on the Sheffield Ranch at our station of Sheffield, Montana. This herd of breeding cows went to the J. G. Anderson ranch, tributary to Chamberlain, South Dakota. These good cows are a splendid addition to the cattle population of the Chamberlain territory.

Increased Stock Shipments

White Sulphur Springs, Montana, Ships Two Hundred and Thirty-Five Cars

LAST year, this station shipped one hundred and sixty-seven cars of good Meagher County live stock. To date this year, two hundred and thirty-five cars of cattle, sheep and horses were loaded and more will follow. Meagher County, Montana, produces high quality feeder cattle and sheep, for which there is an increasing demand in our corn belt territory. Stockmen in this county have, for many years, used good sires. Good breeding, coupled with plenty of winter feed and splendid summer range, has resulted in live stock which is making good in eastern feed lots.

Farm Pays Income Tax

Chris Michelson, Hazelhurst, Wisconsin, Receives Gross Income of \$67,000 in Five Years

THIS income was derived from a farm of one hundred and seventy acres, in Oneida County, specializing in three crops: potatoes, seed oats and sheep. The 1929 income from sheep was \$2,000; from wool, \$376; from potatoes, \$16,412; from seed oats, \$2,023—total \$20,811. Four boys and four girls have been raised on this farm, and the oldest daughter graduated this year from the University of Wisconsin. Mr. Michelson logged in this territory for seventeen years and eighteen years ago started farming on twenty acres of cleared land, which he had previously used for his logging camp. This is a real demonstration of the possibilities for farming success in this Wisconsin territory, tributary to The Milwaukee Road.

Potato Producers Prosper

Kittitas Valley Netted Gems Bring Premium on Large Potato Markets

GROWERS of commercial potatoes, tributary to our stations of Thorp and Kittitas, in Washington, are profitably producing a high quality product. A high percentage of U. S. No. 1 grade, desirable color of skin, fine texture of starch and absence of hollow heart, put these Netted Gem potatoes in a very fine position. The rapidly increasing acreage plainly tells that the growers are making

good, and that Kittitas Valley is well adapted to commercial potato production. Starting with a few hundred acres, a few years ago, the acreage in Kittitas Valley is now four thousand. The soil composition, fertility, growing season, temperatures, supply of moisture, transportation and other elements are quite ideal for growing the Irish Tuber.

Leslie Wilson, near Kittitas, grew seventeen to twenty tons per acre on fifty acres this year. During the past five years his yields have been sixteen to twenty-three tons, with 80% to 85% grading No. 1. Mr. Wilson says he does practically all of his work with power equipment and that one man, aside from planting and digging, can take care of one hundred acres of potatoes. The frost-proof warehouse at Kittitas, owned by The Milwaukee Road, provides good facilities for handling the crop.

Montana Alfalfa Seed

Ninety Nine Percent Pure from the Thresher

INCLUDED in the Montana entries at the International Grain and Hay Show, at Chicago, was a sample of alfalfa seed from the farm of Forbes Leslie, in the Welter section of Fergus County, selected from the excellent crop produced during the past season. Mr. Leslie recently disposed of 34,000 pounds of seed to a Sioux City seed house at 18 cents per pound, the sale bringing him a return of \$6,120. This seed is declared by County Agent W. H. Jones to be the finest quality he has seen this year as to color and purity. It is said the seed ran 99% pure from the thresher.

In the Priest Rapids Valley

Fruit Farm Produces Wonderful Crop With High Yields

THE Shawnee Fruit Ranch, owned by R. J. Roberts, White Bluffs, Washington, consists of forty-four acres, divided as follows: apples, 23 acres; peaches, 5 acres; apricots, 10 acres; cherries, 6 acres. The yields of the different varieties of apples ranged from 800 to 1,120 packed boxes per acre.

The water supply for this fruit farm is pumped from the Columbia River with a five-inch pump, operated by a ten-horse power motor. The capacity is five hundred gallons per minute at a lift of fifty feet, costing \$8.85 per acre.

There is no other type of farming that provides the intense interest and brings in such remunerative returns as fruit growing. The results on this farm are very encouraging for the future of Priest Rapids Valley as a high quality fruit producing district.

Train Travel Safer Than Motor

Autoist is Thirteen Times More Likely to be Killed than Railway Passengers

UNDER the above caption, the United States Daily quotes from the study of nation-wide accident statistics of the Governor's Committee on Street and Highway Safety.

"Riding in a train is 13 times as safe as taking the same journey in an automobile. Persons operating automobiles should exercise the same constant care which has made railroads such safe methods of transportation."

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Sioux City Chapter

Mrs. Robert L. Robson, Historian

HAVING survived the hot summer, Sioux City Chapter began the regular meetings in September.

During the summer the board meetings were held picnic style in Riverview Park, and the Welfare work and all business was taken care of each month.

In July the annual picnic was held jointly with the "Maintenance of Ways." Over 500 employes and families attended.

The Sioux City Chapter furnished the ice cream, coffee and hot roast beef for the dinner.

The Ways and Means chairman, Mrs. Homer Snow, and committee have been busy raising money for the Welfare work.

Three benefit card parties have been given, a quilt pieced and quilted. Tickets were sold netting \$24.50.

Tickets were sold on percentage basis for "Danger Lights," a picture presented in the Orpheum Theatre, nearly fifty dollars being realized.

The October regular meeting was held Monday evening, the 27th.

After the business meeting a regular old-fashioned Hallowe'en party was in full sway. Old-style costumes were worn and Hallowe'en games were enjoyed by all. Mrs. M. R. Landon won the ladies' prize for the oldest dress. Louis Saarosy won the men's prize.

During the year so far, \$400 has been expended for relief work. Mrs. T. G. Dexler and committee have made 802 personal calls, 609 telephone calls, and 38 sympathy cards sent. Sixty dollars have been spent for street car fare, shoes and other clothing for school children.

Tomah Chapter

Mrs. Herman Lanke, Historian

HERE we are again with another first prize won last Friday night at a Hallowe'en parade sponsored by the Lions' Club. Congratulations to the ladies that were brave enough to venture out on such a cold night.

The regular monthly meeting of the Tomah Chapter was held in the community room of the public library November 5, 1930, and it was opened by reciting the club motto, followed by a solo rendered by Mr. Toohy and accompanied by Mrs. Toohy on the piano.

The various chairmen's reports were read and approved. The Ways and Means chairman is getting ready for the "Gallatin Gateway" dance to be given Thanksgiving night, November 27, 1930. She also has for sale a handy and useful article (kitchen tongs), which would make a delightful gift for Christmas—let's all try one. The Mutual Benefit and the Sunshine chairmen have been real busy looking up relief cases, of which we have a few. The president gave a talk stressing relief work and asked all members to report any needy case which is brought to their attention.

We wish at this time to extend our sympathy to the Savannah Chapter for the great loss they have suffered in the bereavement of their president, Mrs. Thurber.

After the taking of the Sunshine collection Mrs. W. W. Warren gave a very interesting and educational talk of her trip abroad, illustrating with pictures, which gave us such a vivid description that it seemed as if we were

sailing down the Rhine River with her. Mrs. Waterman, chairman of the program committee, then took charge and with her usual clever ability arranged for us an hour, which was spent in laughing at the original character sketches of different members of the club, the scene taking place in an old-fashioned school room.

Miles City Chapter

Charlotte J. Walters, Historian

AT our September meeting we were all so happy and looking forward to our October meeting with such pleasure, as we planned that night to have as our guests the presidents and some members from the chapters at Mar-mar, Mobridge, Lewistown, and Harlowton.

But in two short weeks we were saddened by the news of our superintendent being promoted and transferred to another division. For this meant we were to lose our president, Mrs. H. M. Gillick, who has endeared herself to every one of our 600 members.

We must not be selfish and think of ourselves, but rather must we be grateful to her and thankful that she came to us just two years ago at the time that we needed her most. We were a mere handful, struggling along, and so disheartened. By her earnestness and thorough understanding she rescued our chapter and put us where we are today. The greatest tribute we can pay her is to carry on with the same spirit that she has displayed for the past two years.

Our meeting on October 24 was truly a red letter day for us. Although we realized it was the last on which Mrs. Gillick was to preside, nevertheless, as we were hostesses to thirty-two guests, we did our best to make the evening a success. It was a wonderful opportunity for our members to know that the Milwaukee Women's Club is indeed a power for good.

To be able to meet the women of other chapters and to hear of their good works was encouraging, and the many friendships we formed will be a lasting bond.

The following day we held a luncheon in the Parish Hall, at which there were over one hundred seated. Mr. Farr and his orchestra

played during the luncheon hour and we sang our club songs. The guests were presented with miniature cedar chests as souvenirs. After the luncheon the guests were taken out in cars and then to the club house where tables were arranged for cards. Our guests departed on No. 17 going west, and No. 18 going east. We trust that we can make such a gathering an annual event.

The evening of November 6th at our club house will long be remembered by Miles City Chapter. A surprise farewell party was given for Mrs. Gillick and the club members responded heartily. We told her good-bye, but we feel assured she will visit us often as she will visit us often as she is third vice-president of the governing board and we are in her district. We know she will make new friends but we also know she will not forget her old friends.

Portage Chapter

Elizabeth Bloomfield, Historian

WHILE Portage Chapter held no meetings during the summer the women were busy sewing in groups, making useful and pretty articles for the bazaar, which was held on October 23 and 24.

Besides the fancy goods booth, home-made candy, Chinese laundry, country store, home-made cooking and baking were on sale.

Both days luncheon and ice cream were served by the committee appointed.

Visitors to the Country Fair were entertained by music, also various guessing games and "keno," which proved interesting, especially to those winning prizes.

Altogether we had two successful days and hope to add a neat sum to our charity fund.

On September 5 the first meeting of the season occurred. Mrs. F. P. Miller presided and outlined the work for the coming year.

After the regular order of business, reports of committees, etc., had been disposed of, the members enjoyed a social hour.

At the October meeting final plans for the bazaar were made.

The president suggested three office men: Messrs. Erickson, Budzien and Refenstahl as an active scout committee to assist Mr. Shoemaker with scout work.

An appeal was made for old clothing of all kinds, so as to be ready to help those in need when "winter's breath comes cold and chill."



Members of Fullerton Avenue Chapter Sorting Clothing. Seated: Mrs. G. H. Loderhose, Mrs. H. A. Scandrett, Mrs. W. W. K. Sparrow, Mrs. Mortenson. Standing: Mrs. O. N. Harstad, Mrs. Charles Rector, Mrs. O. P. Barry, Mrs. Borgerson.

Union Station Chapter

Mrs. O. P. Barry, Historian

WHILE the dramatic critic of the Chicago Tribune was conspicuous by his absence, notwithstanding an urgent invitation to attend, and we are, therefore, unable to broadcast to our readers a professional opinion, it is incumbent upon us at this time to call particular attention to the histrionic ability of some of our members who staged a very thrilling melodrama in the Union Station club rooms on the evening of November 4, 1930.

The occasion was one that will be long remembered by those who were fortunate to attend, and in passing, it might be said that the much advertised R. K. O. production of scenes along the Milwaukee Railroad has nothing on this most vivid exhibition which was staged under the direction of our capable leader, Miss Ruth Barrington.

Space prevents a portrayal of this melodrama in a manner to which it is entitled, and in congratulating the director, Miss Barrington and the entire ensemble, who gave every evidence of having gone through hours and hours of intensive rehearsal, our congratulations are extended to the following stars: Manuel Del Popolo.....Miss Grace Baldwin Zingerella.....Miss Martha DeKeukelaere Maggie O'Brien.....Mrs. Catherine Peterson Patrick.....Miss Margaret Pagels

Curtains	Miss Eileen Grey
Sun.....	Miss Elsie Hoffman
Hours.....	Miss Gertrude Koerner
Stairs.....	Miss Loretta Maloney
Shadows.....	Miss Marie Donnelly
Horizon.....	Miss Olga Cermak
	Miss Louise Mackh
	Miss Helen Tarson

The stage settings were novel and unique, the property man gave every evidence of having received his (or her) training on the legitimate stage, and the lighting effects were such as might well be copied by some of our leading theatrical stage producers. The make-up work, under the direction of Miss Alice Sandberg, showed every indication of long experience and adaptability.

As stated above the entire company for their first performance gave a wonderful exhibition of grace, poise and versatility.

The more romantic of the audience were thrilled by songs carrying the modern love theme gracefully and sweetly voiced by our songbirds, Misses Marie Donnelly and Mary Von Collin, accompanied by Miss Antoinette Welling.

It is estimated that three hundred persons attended our dance and card party on November 14, the proceeds of which are to be turned over to the Christmas Basket Fund. The reports of tickets sold and the comments on our party are indicative of the fact that it was financially and socially as great a success as our affair last year. We are grateful to the musicians (our own Milwaukee boys) and to our guests, who helped to make the party a success.

Fullerton Avenue Chapter

Marie Nixon, Historian

FULLERTON AVENUE CHAPTER held its October meeting in the club rooms Saturday afternoon, October 11, and a most delicious lunch was served at 1:00 o'clock.

After the business meeting the drawing for the hand-made quilt took place and Miss Ann Wideman, from the Car Accountants Office, was the lucky winner.

A motion picture, "The Trail of the Olympian" was shown, which everyone enjoyed

and found it to be interesting and educational.

The first of the series of four card parties was held in the club rooms Friday afternoon, October 10. There was a large attendance, and from all reports it was a lovely party and everyone is looking forward to the next one, which will be held October 24. The other two are slated to take place on November 7 and November 21. The money is to be used for welfare work, and the friends and family of the members are cordially invited.

The Chapter held its November meeting in the club rooms Saturday afternoon, November 8, luncheon was served at 1 o'clock.

After the business meeting an excellent program was given by home talent from the Fullerton Avenue Building. The Messrs. Geo. Ehmer and F. Wichbrod each sang several selections, Miss Eileen Collins did a tap dance, Mr. Hugh Dell played several numbers on the accordion, Miss Vernus Falk gave three readings, and the Roxy Trio, the Misses Elenor Buster, Elenor Friedman and Dorothy Roxburgh entertained with whistling and singing numbers.

The program was enjoyed by everyone. We did not realize we had so much talent in the building, and hope they can be with us again real soon. Mrs. George Rector, our able program chairman, always arranges to have something different and entertaining at each meeting.

The Christmas sale of candies is to be handled by the Chapter this year. Candy from well known manufacturers will be sold at very reasonable prices.

An invitation is extended to everyone in the Fullerton Avenue Building to attend open house December 23.

Our welfare chairman, Mrs. Mortenson, and her committee, have been very busy collecting articles of clothing to be distributed among the needy.

Marion Chapter

Mrs. J. B. Fosdick, Historian

MRS. M. J. FLANNIGAN, of Chicago, the first president of Marion Chapter, was an honor guest at a one o'clock luncheon enjoyed by its members Thursday, November 13. A cake with six candles centered the table, commemorating the sixth anniversary of the club. Mrs. Flannigan cut the cake.

During the business meeting Mrs. Cessford explained the plan for relief for Milwaukee R. R. employes who may face unemployment and privation this winter. Superintendent A. J. Elder is chairman of the Iowa Division in this work. Every effort is being made to assist those in need.

Mrs. Cooper, mutual benefit chairman, gave \$10.34 to assist a needy family last month, and reports nine personal and telephone calls. Mrs. Kennedy, as Sunshine chairman, made 14 calls.

Thanksgiving baskets are to be sent to needy families and a Christmas party will be held as usual for the children of employes. It will be held in the Milwaukee station Sunday afternoon, December 21.

After the conclusion of business tables were arranged for cards. High score in bridge was held by Mrs. Emmet Lahiff and low score by Mrs. A. J. Elder. In 500 Mrs. D. S. Stewart won first prize and Mrs. L. C. Low consolation. Mrs. M. J. Flannigan was given a guest prize and the door prize went to Mrs. Agnes Smith.

Committee chairman for luncheon and entertainment was Mrs. Agnes Smith. She was assisted by Mrs. T. Keith, Mrs. Grace Brown and Mrs. George Price.

Tacoma Chapter

Mrs. M. A. Seivert, Historian

TACOMA CHAPTER, on October 27th, held a most successful luncheon preceding the business session. The hostesses were Mrs. F. B. Trout, chairman, N. H. Berry, F. H. Campbell, E. P. Allen, E. G. Fowler, H. J. Medley, H. E. Peterson, H. C. Davis, R. R. Gardner, Harry Lyons, E. W. Mitchell, H. W. Montague and Mary Bergen.

Miss Katherine Trimm rendered two vocal selections, accompanied by Mrs. Harry Micklethwait, which added much pleasure to the afternoon.

During the business meeting, presided over by Mrs. F. E. Devlin, the benevolent committee reported that four families had been helped with supplies, which were food, \$36.00, and used clothing valued at \$10.00. Mrs. Charles Negley offered the committee apples, and the Wonder Bread Company bread, to be used in their relief work.

The Sunshine committee reported twenty-five calls. Among the sick folks were Mrs. E. L. Swalley and Mrs. Chas. Slightam, two of our active members.

The card party held on the evening of October 18th, at the home of Mrs. Harry Micklethwait was a very delightful affair, with more than forty present. Bridge honors were awarded to Mrs. Harry Micklethwait and Mr. F. E. Devlin. At Five Hundred Mrs. Frank Pitt and Mr. Chris Schmidt won the prizes.

The chairman of the Ways and Means Committee, Mrs. H. F. Love, who planned the party, reported net receipts of \$9.65 for benevolent work.

Mrs. Harry Hatch, chairman for the rummage sale held October 21 and 22, reported net receipts over \$52.00. She was ably assisted by Mrs. Wm. A. Monroe, W. A. Love, F. A. Allaman, A. J. Kroha, Chris Schmidt, M. A. Seivert, F. E. Devlin, H. J. McMahon, W. A. Densmore and Geo. Loomis.

A letter from the general governing board complimented the Benevolent Committee of Tacoma Chapter for their splendid relief work.

Janesville Chapter

Mrs. Louis Michael, Historian

THE regular meeting for October was held in the club house, with Mrs. Hunter presiding. About the usual number of members were present. The chairmen of the sunshine and welfare committees both reported having been very busy making a great many personal and telephone calls. Donations of old clothing were asked for, to give to those in need of clothing. A Harvest Festival was held in the passenger depot October 16. Old time dances were in order, with the W. C. L. O. Mule Skinners' orchestra furnishing the music. Pumpkin pies, doughnuts and cider were sold. About 50 couple were present, and all voted having a good time. Mrs. Stearns was chairman of the card party, held October 22. Cards were played at 15 tables. No further business, the meeting adjourned.

The club met November 4. Not many members present, as most of them were at home getting ready to attend the second of a series of old time dances, which the club is sponsoring to raise money for welfare work. Bills were read and a motion made that an order be drawn and all bills be paid.

A letter was read in which all chapters were asked to do all they can to help all the unemployed men and their families. The resignation of our Recording Secretary, Mrs. Wm. Bennett, was read and accepted. An auditing committee

was appointed to meet this week and audit the books. The club members were all very happy when the letter was read informing us of the generous checks which the Women's Club at Chicago received to help the welfare work. The sympathy of the club is extended to Mr. Dalee and family, also Mrs. Marie Higgins, in the recent death of Mrs. Dalee. Mrs. Dalee was our first sunshine chairman.

Special meeting was called for November 12, to elect a recording secretary. Auditing committee reported finding the books in excellent condition, with both the secretary's and treasurer's books corresponding. Mrs. Edwin Lueck was nominated and a motion was made that a unanimous ballot be cast for Mrs. Lueck. Resolutions for Mrs. Dalee were read and a copy made to be sent to Mr. Dalee and family. Mrs. Jay Hymers was asked to write a letter of thanks to Mrs. Bennett for the efficient services she rendered the club during her term in office.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

OUR membership began activities for the fall season by giving a luncheon at the home of Mrs. John Bammer on October 2. A business session followed the luncheon and plans were made for a series of card parties to be given at the homes, one each month until January 1.

The day was enjoyed by everyone present and we extend thanks to the hostess for her hospitality.

On October 17 Mrs. E. C. Van Buskirk entertained with a bridge party. There were nearly forty ladies present and the sum of \$21.00 was cleared for the club. There were table prizes and five grand prizes given. Every lady expressed appreciation to Mrs. Van Buskirk for the enjoyable afternoon. The next party will be held at the home of Mrs. David Davis on November 17.

November 6 the club held the regular monthly business meeting at the northeast Y. M. C. A. Very good reports were given by the different officers. We have about \$200 in the treasury, including the scholarship fund. It was decided to have a card party at Mrs. Harry McKinlay's some time in the near future.

Terre Haute Chapter

Alice M. Church, Historian

SEVERAL members and their families enjoyed the supper which was held at the club rooms October 16.

The business meeting was conducted by Mrs. Engman, vice-president, in the absence of our president, Mrs. Blackwell. Two new members were reported for the month of October and a number of contributing members. The Sunshine chairman reported fifteen calls, seven telephone calls, flowers sent to two and one card sent during October.

The remainder of the evening was spent playing cards, and the children were entertained with games.

On October 30 a large crowd gathered at the club rooms for our Hallowe'en party. The club rooms were beautifully decorated in Hallowe'en colors. Games and stunts were enjoyed and everyone present had a good time. Refreshments of doughnuts and coffee were served, which was donated by club members.

We again lost one of our members by transfer, as Mrs. E. L. Notley is leaving soon for Chicago, where Mr. Notley has been transferred to Galewood Shops as general foreman. Mr. and Mrs. Notley will both be greatly missed by the club, as they were quite active in the affairs of the club.

Two of our members, Mrs. Kenney and Mrs. Hilton, are improving after undergoing operations at St. Anthony's Hospital.

Mrs. Engman, chairman of the Ways and Means Committee, and her committee conducted a rummage sale recently, and quite a sum was realized.

In October the club was able to render assistance to several families.

Des Moines Chapter

J. McG., Historian

DES MOINES CHAPTER held its regular monthly meeting in the Club Rooms, on Friday evening, November 7.

The meeting was preceded by a Pot Luck supper, served to forty-three people. At our last meeting the suggestion of charging each family a small sum of money in addition to the dish furnished, was brought before the house and it was decided by popular vote to try this means of realizing funds. Committee chairman reports \$10.50 collected. All present reported an enjoyable evening. Mr. Palmer, general car foreman of Sioux City, and Mrs. Susan McGovern, mother of the chief clerk, superintendent's office, were guests at the dinner.

A very interesting business meeting was called to order by our President, Mrs. L. L. McGovern. Reports from all committees show the club interested and active in the welfare of their fellow workers.

A novel means of replenishing our treasury in the effort to aid the needy during the coming winter was suggested by Mrs. W. L. Finnicum, chairman of the Ways and Means Committee. She asked that every one save their pennies, 16 of them measure a foot, let us see how many feet of pennies we can collect by our next meeting. Those who cannot come to the meetings can send their pennies to the Superintendent's Office; be sure to enclose your name and address. Just think of how much good we could do with a mile of pennies, and surely none of us would miss one foot of pennies, or even two, or three feet. Come, now, let's all work together and see the "FEET" grow. Look in next month's CLUB ITEMS for latest report on the "MILE OF PENNIES."

Don't forget our next meeting, to be held in the club rooms, Friday evening, December 5. We hope to have an interesting program.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE regular business meeting of the Twin City Chapter was held Monday evening, November 3, in the club rooms in the passenger depot, Minneapolis.

After the several chairmen had submitted their reports, a pound party planned by the entertainment committee to assist in the filling of the Thanksgiving baskets to be dis-

(Continued on next page)



Orchestra Shell Decoration, Mason City Chapter Dance

Mason City Chapter

MASON CITY CHAPTER held its regular meeting in the club rooms October 28. A pot luck supper was served at 6:30, and the meeting opened at 8:00 p. m., with Mrs. Guy Davis, president, presiding.

The regular routine of business was taken up and reports were given by each committee covering the work performed during the past month. Might say in this regard that if you do not attend the meetings you are not aware of the work the club is doing. In other words, don't stay away and say what's wrong with us, but come out and see—what's right with us.

Many interesting facts were brought out by the Executive Board at their meeting in Chicago in October, all of which were well defined in their minutes, which were read by Mrs. E. J. Patton, secretary.

Plans are being made for the annual bazaar which will be held in the club rooms November 19. As this is an annual affair of the club we are looking forward to a large crowd, and hope our receipts will be equally as large. It is through these affairs that Mason City Chapter has always been able to meet the needs

of our employes that might be in want. Many of our men are out of work and from the many calls already received this winter, it is going to be necessary to have a large patronage to the amusements we offer in order to raise necessary funds to aid distressed families.

This write-up would not be complete without giving you the facts of our ANNUAL MILWAUKEE DANCE, given in the Mason City Armory, October 24. This was a real success and as nothing is a success without a real leader, then we will confess it was our leader, Mr. P. H. Gallagher, agent who steered us through to victory. We netted about \$150.00 profit. It was an exceptionally nice dance and was enjoyed by all. Our decorating committee—Mrs. Ingraham, Mrs. Smith, Mrs. Davis, and Mrs. Ramsey—being ably assisted by Mr. Larson, Mr. Tritchler, Sr., and Jr., Mr. Mutschler, Mr. Weile and Mr. Harding, changed the orchestra shell into the rear of an observation coach, which, in other words, was a reproduction of the "THE SIOUX," the Milwaukee's crack train through Mason City. All in all it was a success from beginning to end, and we thank every employe and outsider who contributed in any way to making it successful.

tributed by the Twin City Chapter produced very satisfactory results and will assist very materially.

The entertainment chairman sponsored a program for Hallowe'en. Games and prizes were awarded for the most original costumes.

One of the important activities of the Women's Club this year will be in connection with the relief work. The management of the Milwaukee Road is working in conjunction with the Women's Club in formulating plans to assist with less fortunate employes and their families.

One of the methods adopted to raise funds for this work by the Twin City Chapter is by participating in the sale of tickets for the motion picture "Danger Lights" to be shown at the R. K. O. 7th Street, in Minneapolis, and the President, at St. Paul, during the week of November 15-21. Every Milwaukee employe will want to see this picture and it is expected that a very substantial sum will be realized.

We again wish to remind the club members and all employes who have surplus wearing apparel that the Women's Club will be very glad to receive it and distribute it where needed. Anyone having any surplus clothing will please notify Mrs. E. H. Bannon at Colfax 5579, or the district storekeeper's office at Main 0211, and the clothing will be picked up.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

THE Council Bluffs Chapter of the Milwaukee Women's Club met the afternoon of November 5.

After the business discussion plans were made for a public card party the evening of November 12. This is the first evening card party we have held for some time and we hope for a good attendance. After the card playing a quilt, which was made by the club members, was raffled.

We decided to distribute our customary Thanksgiving baskets to needy families.

At this time our club wishes to say we are grateful to the governing board for their response to the unemployment situation, and want to express our thanks to their offer of keeping checking accounts over one hundred dollars. It is gratifying to know that no one in our Milwaukee community need suffer this winter for lack of local funds. We hope conditions this winter may not be so bad as are expected, but we are pleased to know we are ready to help all who may be needy, through the aid extended to us by the governing board.

We wish to express our sympathy to the families of Mrs. Gregg and Mrs. Keningsger, two of our club members who passed away recently. We extend our sympathy to those near and dear to them. We feel a loss in their departure from this life, and shall truly miss them.

Our next regular meeting will be December 3.

St. Maries Chapter

Mrs. Charles J. Leonard, Historian

OUR monthly meeting was held at the club house October 21, with about 20 members present. The report by the chairman, Mrs. May, on the social evening October 6, at a small charge of 25 cents, was very much of a success socially and financially, and everyone reporting a good time.

The chairman of the Sunshine committee, Mrs. C. H. Burt, reported many calls made to the local hospital, delivering many magazines to those confined there. The club voted thanks to Mrs. Strand for the beautiful flag

and hose, and to Mr. Rieman for all the work donated to improve the club house, and to Mr. Smith, roundhouse foreman, for getting water to the club house and keeping the lawn in shape during the summer. Upon a suggestion the club members have already made inquiries of the merchants as to whether they are using trucks or the Milwaukee R. R. to haul their produce into St. Maries. A complete report will be made and club members will be asked to patronize only those who use the railroad. Our club spirit is fine. We are planning another card party November 7 for employes. Everybody welcome.

Sioux Falls Chapter

Mrs. T. P. Cavanaugh, Historian

SIoux FALLS CHAPTER held its annual picnic at Terrace Park with a very good attendance of members and their families. It was a beautiful day for a picnic, and games and contests passed the time, after which old friends renewed acquaintances. Each family brought a covered dish and sandwiches and the club furnished coffee, ice cream and a delicious baked ham. All pronounced it a very enjoyable affair.

Death entered the home of one of our members and took Mrs. Gertrude Dennis, one of the charter members of our club. Mrs. Dennis died from poisoning from a sliver which entered her finger, and passed away before her friends knew she was sick. The Women's Club went to her home and served supper for the family and relatives. The women also took charge of the flowers and many furnished cars for the mourners. Mrs. Dennis will surely be missed from the club and from the department in which she worked.

The club is still active, and is planning many good times for its members during the winter months, and is on the job if any family needs help.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met in the club house October 30. Plans were discussed to take care of the calls for relief which may come during the winter months. Mrs. A. Bude was appointed to take charge of the used clothing drive. It was emphasized that warm clothing is especially needed this time of year, and if these garments have served our purpose to pass them on to assist some one in this time of depression. The special committee who sponsored the October card party, reported a very pleasant afternoon and that \$10.00 had been realized from it. Another card party is planned, to be given in the near future. A lovely doll, with many beautiful clothes, is being raffled and everyone is hoping to hold the lucky number. A big Xmas party! Xmas tree! Santa Claus!—I should say we will want to be there, when time comes, and we understand every committee is already very busy in formulating plans for this happy, annual social event. Miss Rosemary Frisch was appointed Librarian, and she will be at the club house each Saturday from 3 until 5 o'clock.

An interesting feature of the meeting was the report of the ladies who made the pleasant trip to Miles City and were in attendance at the get-together meeting, luncheon and card party, given by the Chapter there. Those present from Marmarth were the Mesdames, Moxness, Bude, Chas. Williams, Fagan, Masterson, Catey, Richey, Leo Rushford, Wood, Duto and the Misses, Olga Grothe and Anna Richmond. All report a very happy time, and declare the Miles City ladies delightful hostesses.

Dubuque Chapter

Mrs. W. O. Wright, Historian

DUBUQUE CHAPTER met in the club rooms, Temple Hall, Thursday evening, November 6, for their regular monthly meeting.

Mrs. Wright, chairman of the first sauerkraut dinner given, announced that the dinner was a great success.

Great plans are being made for our annual bazaar, to be held in the Temple Hall, Thursday afternoon and evening, November 20.

A dinner will be served to the public at noon. A cafeteria supper will be served in the evening.

Mrs. C. A. Reisch is chairman of same.

Also, a card party will be held in the afternoon. Mrs. Kathryn O'Connor is chairman. Mrs. O. Wellman has charge of the bake sale. Mrs. Bensch has the fancy work booth, and Mrs. Geo. Graff the candy booth.

The annual Christmas Party for the Milwaukee families will be Thursday evening, December 18. A pot luck supper will be served. A playlet, under the direction of Miss Lucille Millar, program chairman, will be given. We are all looking forward to a very enjoyable evening, as Miss Millar's programs are always entertaining.

Dubuque Chapter regrets very much the loss of Mrs. E. A. Meyer, who has moved to Green Bay, Wis., where Mr. Meyer is superintendent of the Superior Division. Mrs. Meyer was president of Dubuque Chapter for more than three years, and has always been one of the dependable and willing workers, and her friendly manner and genial smile will be greatly missed by all.

We shall also miss Mrs. E. H. Johnson, who with her family has moved to Savanna, Ill., where Mr. Johnson is civil engineer. Mrs. Johnson also has been a very willing and dependable worker. She was chairman of the Sunshine Committee for two years, and for the last year was chairman of the Membership Committee.

The best wishes of Dubuque Chapter are extended to Mr. and Mrs. Meyer and Mr. and Mrs. Johnson and families in their new homes, and also to our little Marie, who was ever ready to extend a helping hand whenever called upon. Miss Clifford, your charming personality will be greatly missed by Dubuque Chapter.

Mrs. A. E. Bock was appointed chairman of the Membership Committee, to complete the unexpired term.

A memorial service was conducted by Miss Lucille Millar, November 6 meeting, in which tribute was paid to the following departed voting and contributing members:

Martin Galvan, Mrs. Hyson, Al Koch, Mrs. E. A. Nicks, Mrs. Sarah Buck, Mrs. Emma McCoy, William Ernst, Mrs. H. Mulholland, H. Blankenberg, R. Oldridge, M. Kness and James Keefe.

A glowing tribute to the life and work of Mrs. W. M. Thurber, the first president of Dubuque Chapter, who passed away in Savanna, Ill., was paid her by Miss Millar.

A beautiful poem read by Miss Millar closed the service.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE meeting was called to order at 2:30 p. m., October 21, since our president was attending the meeting of the General Governing Board in Chicago on our regular meeting day. The committees reported their activities. Several calls were made and plants sent to scatter a little sunshine to those who were ill. Our adopted orphans were reported as properly clothed and provided with books.

It was voted to have a guest card party in the near future.

The club was presented with a good-sized print in sepia of Abraham Lincoln. The donor, Mr. Pond, has the distinction of having fired the engine which carried "Old Abe" to his inauguration, and also his remains back to the town of his final resting place.

Cards were enjoyed. Honors in bridge were won by Mrs. Harry Fogarty and Mrs. Ray Wausch, both of Minocqua. Mrs. J. E. Dexter and Mrs. M. E. Millard, of Wausau, won the prizes in "500." Lunch was served.

Minocqua was represented by four ladies; Tomahawk, eight; Merrill, seven; Knowlton, one; Wisconsin Rapids, two, and Irma, two.

The guest day card party was held at 2:00 p. m., Thursday, October 30. The club house was filled to overflowing, with fifteen tables in play. A nice lunch was served by a commit-

tee of eight members who are responsible for the success of the party.

The members of the club extend their deepest sympathy to Mrs. W. R. Billington in the very recent loss of her husband.

Channing Chapter

Mrs. A. J. Harnish, Historian

CHANNING CHAPTER held its regular meeting of November on Monday, the third.

Our president, Mrs. W. W. Tuttle, conducted the meeting. There was an unusual number of members present. At the meeting we decided to dispense with flowers for the sick while the depression is felt, and give gifts of fruit, magazines and cards.

Mrs. Evelyn Brandt, Dickinson County nurse, gave a very interesting talk on health and the conditions she found in the Channing

schools, where the scholarship fund could be used to advantage. Mrs. Lyle Worthing was appointed chairman. Being a teacher in our school she can readily see where the Lydia Byram Scholarship Fund can be used to a good advantage. Many needy families and children will be taken care of.

A bunco party was given on Saturday, November 8, for the purpose of raising money for the fund.

Mrs. A. Mantuefel, chairman of Ways and Means Committee, reports how she has been busy. She is planning on different activities to raise money for the club and the scholarship fund, in the near future.

After the meeting cards were played and lunch served by the hostesses of the evening: Miss Jennie Johnson, Miss Florence Wilkinson, Miss Annette Plourde. Prizes were awarded to Mrs. A. Harnish and Mrs. Carl Christianson.



New Hats, New Coiffure and New Leather Togs

Elinor Corcoran

IF you have tried getting a hat this fall, you must know how trying some of the styles are. A hat that is set far back on the head is hard for the majority of women to wear—and most of the hats are worn that way this season. Besides that, so many hats are either too large or too small in head size. The reason for such difficulty is the result of the problem milliners are having in designing their winter hats. They seem to know little more than we do about what the hair-dressing style will be for the coming season. One popular French milliner states that he has had ever so many ordered hats refused because "Madame has decided to let her hair grow or to cut her hair." It seems that even the Paris hair-dressers are no big help in solving the problem—they advocate a different coiffure for most every hour of the day until they, madame and the hair-dresser are all in the same class.

The latest idea for one's coiffure seems to be—"short for the day—not so short as a year ago, but still short—and for evening a little chignon will be attached at the back of the neck, just a tight roll or a bunch of curls. This is necessary with the long evening frock." These little "chignons" are easily fastened on by means of patent clips at either end. M. Antoine is very much in favor of these and he says "Women have tried the longer hair with the little roll or curls at the back, but it is impossible to keep it trig and tidy when one puts on a hat, and the false bit is the only solution."

We sometimes wonder if this fuss in hair-dressing is only leading up to the elaborate coiffure of our grandmothers' time. But Frenchmen in authority seem to be sure that will never happen—women are too sensible and business-like now.

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AT HOME

We also sometimes wonder about hats—are we going to step out on the street bedecked with feathers, flowers and wide brims? I think not. It is true that crowns are lower and hats are worn farther back on the head, but that won't lead us to plumes and posies—not the business girl at least. Another proof—the best houses are not using trimming except Mme. Agnes, who uses a great deal of velvet ribbon in pink, turquoise blue (turquoise blue, by the way, is a very popular color with the black ensemble) and burnt orange; Maria Guy, who uses little feather pieces, and Marcelle Lely, who uses small buckles and ornaments of bone or metal. So you see, without their sanction we cannot be lead to extravagant and superfluous trimming. Patou shows many exquisite, wide-brimmed, soft, velvet hats for formal afternoon wear.

New Uses of Leather

The most surprising fashion news that I have heard for many seasons is that about the new uses of leather. While leather has always been valuable for utility, it has not always been fashionable, but now it is in demand for sport clothes, and it is no longer confined to jackets and heavy winter coats. Some of the new leathers are so light they might be mistaken for cloth. There are golfing suits that have either a circular leather skirt or a tweed skirt covering featherweight suede knickers. As you can see—an outfit like that would not have to be for the golf course only, but could be for skating and hiking as well. Zipper fastenings are used on blouses, skirts and pockets. The attractive points about these leather outfits are that they are weatherproof and washable; they may be had in any of at least forty colors; they are not cumbersome and plain as the old leather coats were, and they are so cleverly treated that they can stand hard usage. One firm prides itself on the fact that even ink flows off its leather goods without staining them.



Thought and Speech

"Zanoni"

Many times we speak, before we think,
And as the spoken word should follow thought;
The tongue when unbridled, in memory its words will sink,
When peace is sought.

Anguish and explanation will not suffice by far,
When hasty words are given wing;
Eternity will not remove the ugly scar,
Left by the sting.

Remember, be not hasty to condemn;
The truth may lie some other way.
We do not feel regret for words we thought,
and then,—
Did not say.

If you cannot say something without offense,
When speaking of your fellow-man;
If in thought you must upbraid, then silence
Is the better plan.

Earnestly and in sympathy condemn his act
and then forget,
Should the circumstances force your scorn;
Feel but compassion for the man, his conscience yet
Will prove his thorn.



Henry Seeger, Agent, Morley, Iowa, and Grandson, Richard Albert Fritz

The Magic Christmas Tree

By Ted

FAR away in a mountain country, a little village clung to the hillside, its few houses clustering about an old mill, and from the hills came a mountain stream that turned the great water wheel which kept the millstones grinding, grinding, grinding the grain that the people of the countryside brought to mill. In summer the stream leaped and laughed and bubbled in silvery beauty down the slopes and dashed gayly to its task on the water wheel. In winter it drew a filmy veil of ice across its face, but underneath its veil it still sang, in a quieter voice, its song of service; and all the while the miller hovered over the grinding stones, and as the meal poured into the bags placed to receive it, he sang a merry song. He was a cheery, kindly man, and he loved the village folk. If the season had been a good one, and there had been work in the fields for all, they brought their grain to mill with silver in their pockets to pay the good miller for his service; but if the crops were poor and little work for the people, they still brought their small store of grain, knowing the kindly old man would set the millstones going while the millstream sang its brave little muffled song under its icy veil.

At peace the villagers lived, one with another, and the years passed by. The old miller went away to sleep on the hillside with his forefathers, and a new miller came to the mill. From the outside world he came, and he brought with him new machinery and new ways. He caused to be set up over the hills tall poles, on which men stretched bright copper wire; they hung odd little glass lamps that glowed with a bright light when the men turned a mysterious key; they unhooked the old millstones from the big water wheel, and presently another little key would start the millstones a-grinding. It was all strange and wonderful to the village folk, but soon they came to understand that electricity was doing the work of grinding the grain, while the willing little stream was turning the wheels that made the electricity.

The new miller built himself a great, fine house up on the hill, and his children came down to school and to play, sometimes, with the children of the village. They were nice little children, and the miller and his wife were good people, but they had different ways of living and different ways of thinking, perhaps. They brought to their new home a queer looking carriage that ran up and down the village street, and off up the hill without any horses at all, and every morning this strange vehicle brought the children to school. At first the other children were afraid when they heard the murmuring machine coming through the village, and they would run away behind the school and hide until it had gone again. They soon found, however, that it would not harm them, and then one day when the miller asked some of the children if they would like to ride in the strange carriage, they clambered up and were whisked off with mingled thrills of joy and fear in their hearts.

Thus, it came about that the new people and their new ways brought great changes to the little village; and some-

times it seemed as if the spirit of peace did not live quite so near to them all. They saw the fine things their new neighbors had and some of them grew envious,—some went out beyond the countryside and found more work which brought them in steady money, and so they could afford to buy some of the things they saw the people in the fine houses on the hillside have. So, as the days went by the village took on, gradually, something of a worldly air, and some of the people seemed to have less of the kindly, neighborly feeling of the old days,—were, perhaps, grown selfish in their prosperity. But down at the foot of the street there lived in a tiny house a little family of three plain and simple people, in whom the love of service still dwelt. They were Anton and Elizabeth and their little son, Emil. Anton worked anywhere he could find employment—sometimes in the mill, and sometimes on the farms, but it took all he could earn to keep his little family, and sometimes there was scarcely enough wood in the shed, or scarcely enough food in the pantry to provide for their comfort. Little Emil, twelve years old, was a cripple, and father Anton spent all the extra pennies trying to find a way to straighten the little leg and strengthen the little back. But Emil did not get better, and day by day Elizabeth would wheel him out into the sunshine in his little homemade wagon, where he could watch the other children running by on their way to school, or over to the playground, where he could see them play. Emil watched them all, eagerly, and whenever any of the older children stopped beside his little cart to say "hello," or perhaps, give him a bite out of their lunch boxes, the little fellow was happy for all the rest of the day. One day when Elizabeth was drawing him home from the playground, the miller's wife saw them and stopped her car at the roadside to ask about the boy. In a few days after that the big car stopped at the little house where Emil and his parents lived, and a nice wheeled chair was lifted out. Emil and his parents were so happy and thankful, because after this Emil could wheel himself out into the yard to watch the children, and he hoped some day to be strong enough to wheel himself over to the playground. That service, slight enough, it seemed to the folks in the big house, filled Anton and Elizabeth with heartfelt gratitude, and Anton spent many days helping at the mill when he was really not needed, because he wanted in some way, to show his gratitude for the kind attention to his little son.

One pleasant afternoon in the autumn, a Stranger came into the village, walking, with a pack on his back. He stopped in front of Emil, who was sitting in the front yard waiting for the children to go by on their way home from school, and asked the lad if there was an inn in the village. His voice was sweet and low, and His face was lit with the kindest smile, Emil thought, he had ever seen. When the Stranger had gone on to the inn, Emil called to his mother that "a beautiful stranger had just gone by." Elizabeth came running out, thinking to see a lovely lady or a pretty little girl, and was surprised to see only the retreating figure of a dusty and strange

man going up the street. But she laughed with her little son because the boy seemed so happy that the Man had stopped to speak with him. "Why, Mother," he said, "the Man spoke to me so gently, and when He took my hand and thanked me for just telling Him how to go to the inn, I felt just as I do when I say my prayers to you."

Elizabeth kissed her little son and ran back into the house to get their supper ready, for Anton would soon be there.

The Stranger stayed on in the village and went about among all the children,—always with cheery words and smiles for the little ones, and kindly greetings for the elders. Soon everyone got to know His tall, lean figure as he strolled about among them, and whenever they stopped for a word or two with Him, it was as if a benediction had descended on their heads, so gracious and kind was He.

The fall days wore into winter, and Emil's outings were fewer and fewer because he could not sit out long enough to watch the children at their winter sports, and then the good Stranger would come daily to the cottage and sit beside the scanty fire and tell wonderful stories; but when it was time for supper He rose and bade them good night, with thanks for their hospitable wish that He would share their evening meal. There was little enough for the three, the Stranger knew, and so He always withdrew. The village folk had always said that Anton's poverty was partly his own fault, because he gave of his small store when asked; that none ever left his door hungry, and always the wayfarer was asked to what warmth there was. They said if he would give away less, and not use up his wood to warm every beggar who came to town, there would be more for Elizabeth and Emil. But Elizabeth and Emil did not complain. They were glad, too, to be of service in their humble way.

As Christmas drew near, the children of the village were full of plans for the great festival; and daily, the Stranger could be seen walking home from school with a crowd of eager youngsters all chattering of what St. Nicholas was going to do for them, but when He turned into Anton's gate and knocked at the humble door, the Spirit of Christmas seemed not to accompany Him in. There were no steaming pots of good things on the stove, no odor of crisp cakes in the air, and no preparations for the filling of the stockings, for indeed, there was nothing in the purse and little in the larder that year. The Stranger took note of this, quietly, and then one day, the week before Christmas, He sent word around to all the children that He would have a Christmas tree in Emil's front yard, where the boy could be wheeled up to the window and see it. He told the children to bring down, each, a little box with a written wish wrapped up in it, to put on the tree; and great was the excitement. Emil's thin little cheeks were flushed and his eyes were alight when the big tree was brought into the yard. The kindly miller sent down some men to put in electric lights, and when the tree was lit up it was as if the lights of all the stars themselves hovered over the place. The tree was lighted for the party on Christmas Eve, and all the children came bearing their little wish boxes. As they gath-

ered before the Stranger, He took the boxes and placed them on the tree, and then He turned to Anton and Elizabeth and asked for theirs.

With reluctant hands they handed out a tiny package, which they said was all they wished, while Emil's was still smaller, but was wrapped in a wisp of pure white paper which the Stranger had brought him.

When they were all gathered, the tree was lighted, the Christmas Carols were sung, and as the sweet strains of "Silent Night" floated out on the air, a great White Light seemed to stream out of the sky, coming down and enveloping the tree in its wondrous glory. The Stranger, standing in the rays of the Great Light and smiling at the children, began to take the wish boxes down. To this one and that one, as they came in order, He handed the boxes, telling the children to open them as they received them. It was truly a Magic Tree, for in every box as they were opened, was the very thing wished for; and as the boxes were handed around, the astonishment gradually grew into speechless wonder, but

every exclamation of joy was stilled as finally the little package of Anton and Elizabeth was handed down, and just as they began to unwrap it with trembling fingers, with a glad shout little Emil came running out of the door crying, "Mother, Father, see; I can run, and I can walk, and oh, Blessed Stranger, it is to You we give the thanks." Then he reached eagerly for his little white package which the smiling Stranger was holding in his hand, and as he took it, the little cottage grew warm and beautiful in the White Light that shone over the tree, and the bright light of a sparkling fire danced on window pane and wall. Then with a great shout of gladness, all the village folk turned to render their thanks and blessings to the Blessed Stranger, when behold, the Magic Tree and the Stranger had disappeared, and only in their places was the Great White Light with the little house bathed in its light and the happy boy running and jumping about among his laughing playmates. But ever after that, where the tree had stood, there remained the White Light, the benediction of the Stranger.

Deer Lodge Chapter

Mrs. C. A. Olson, Historian

DEER LODGE CHAPTER met on October 6. The regular order of business was followed by a program consisting of dancing by Miss Ruth Phelps, and vocal solos by Mrs. William Hoskins. Refreshments were served. There was a good attendance.

The regular November meeting was held on the third of the month, a large number attending. Several young ladies from the high school band furnished the entertainment. Plans were made for a hot lunch and food sale to be held on November 4. The sale was held in a vacant store building, and was well patronized and very successful financially.

The Chamberlain, S. D., Group

Etta Cechman, Secretary-Treasurer

A GROUP of Milwaukee women at Chamberlain, all of them interested in the work of the Women's Club, have been working during the past year in co-operation with the chapters on the West I. & D. Division. They have a membership of ten, which is not sufficient to constitute a separate chapter, but they have an organization and "carry on" enthusiastically and efficiently.

They had a very successful year, and closed in the summer with a lawn picnic for the members and their families at the home of the president, Mrs. Craig Wilson.

At the first meeting of the year, January 14, 1930, six dollars was the amount in the treasury; and at that meeting the following were elected: Mrs. Craig Wilson, president; Mrs. Walter Johnston, vice-president; Mrs. L. B. Hughes, welfare chairman; Mrs. J. E. Cechman, secretary and treasurer.

During the year ten bouquets or potted plants were sent to sick or convalescing members of the railroad family, two messages of condolence and three casket sprays were ordered for members who had passed on.

Through the efforts of Murdo Chapter in securing funds from the Governing Board, one needy family was almost entirely outfitted, hospital and burial bills were paid during the illness and death of one member of the family.

Food sales, and the sale of a quilt netted \$11.65, and at the close of the year, after all bills were paid, there was left in the treasury the sum of \$55.25.

Butte Chapter

Mrs. H. C. Johnson, Historian

BUTTE CHAPTER is without a permanent home at the present time, giving up its delightful club rooms for offices for the various departments to be moved here from Deer Lodge. However, plans for another club room are forming, and the Chapter will hold its meetings at the home of members for the present.

The November meeting was held at the home of the president, Mrs. H. Porter, with a good attendance.

A typed list of clothing on hand for distribution will be sent out. We have already had some calls for clothing.

A hospital bill paid has been part of our recent relief work for employees.

We shall have a very sincere and hearty welcome for our club friends who come from Deer Lodge, and anticipate a delightful time with them at our December meeting.

On account of the sudden and untimely death of Mr. Max Obst, Mrs. Obst, our historian, tendered her resignation when she left Butte, necessitating the appointment of another historian to fill out the unexpired term of Mrs. Obst.

The sincere sympathy of the Chapter and all other employes goes to Mrs. Obst in her bereavement. The Chapter regrets the loss of such a willing and capable member.

Harlowton Chapter

Ora Halvorsen, Historian

HARLOWTON CHAPTER held its regular meeting Monday, November 3, after which a social game of bridge was played, with Mrs. Buckley, our president, winning high favor.

The Ways and Means committee are planning a basket social this month. Hope they put it over big.

At Christmas we are planning a Christmas tree for all the Milwaukee kiddies of the Harlowton Chapter.

The Relief committee spent fifteen dollars and sixty-seven cents (\$15.67) on relief work this month.

Bowling Notes

Standing of Freight Auditor's

Bowling League

	Won	Lost	Average
Milwaukee	19	8	775
Twin Cities	16	11	770
Kansas City	13	14	750
Omaha	12	15	761
Seattle	11	16	748
Chicago	10	17	751

Individual Averages

Player and Club	Games	Average
Gentz, Milwaukee	27	177
Peterson, Twin Cities.....	27	177
Reinert, Twin Cities.....	9	177
Malczynski, Chicago.....	27	173
Becker, Omaha	27	169
Hardys, Seattle	24	164
Larson, Milwaukee	24	163
Kennitz, Kansas City	27	162
Woelffer, Omaha	24	160
Duffy, Seattle	27	158

High Team Series—3 Games; Omaha, 2,480.

High Team Game—Milwaukee, 899.

High Individual Series—Gentz, 600.

High Individual Game—Christ, 231.

George Christ, the dark horse of the league, set the pace for the others by shooting a 231 game on November 13. This is the high game so far this year, and we certainly hope that if this score is bettered it will be done by our congenial vice-president, George Christ.

We also want to commend George on the orderly manner in which the games are started each week. George blows the whistle, the racks drop down; another whistle and the lead-off men roll in unison—a very pretty sight to behold. George certainly has the god of the league at heart and is our best worker.



Miles City Shop Force, with R-K-O Picture Men in Miles City Yard

ON THE STEEL TRAIL

Wisconsin Valley Division Notes

Lillian

A NINE-POUND baby girl arrived at the home of Mr. and Mrs. F. C. West on October 29.

Mrs. Ferd Lehrbas has returned from Chicago, where she has been receiving treatments for a number of weeks at the West Suburban Hospital. The condition of Mrs. Lehrbas is very much improved.

Mrs. Harry Norenberg, Mrs. Carol Siesonop and Mrs. J. P. Sutherland were Wausau visitors during the past week.

Mrs. Charles Harbough has returned from Rochester, Minnesota, where she has been receiving treatments at the Mayo Clinic for the past five weeks. Mr. Harbough accompanied her home.

Mrs. Charles Lattimer, Mrs. George Streeter, Mrs. James O'Brien and Mrs. Bertha Bunker attended the state meeting of the Engineers' Auxiliary, which was held at Superior recently. Mrs. B. F. Enkhausen of Minocqua, a member of the Wausau Auxiliary, also attended. A splendid banquet and election of officers was held during the meeting.

Mrs. Felix Slomske was hostess to her birthday club Thursday afternoon. Prizes at cards were won by Mrs. Harold Chase, Mrs. Joe McQuine, and Mrs. Jay Campbell. Halloween decorations were used on the supper table.

Mrs. M. M. Harrington was at Green Bay visiting with her sister, who is recovering from an operation.

Mr. F. Mars, the "Milky Way" candy bar manufacturer of Chicago, is having a large, pretentious home and a group of utility buildings, constructed entirely out of logs on Fence Lake, only 11 miles from Minocqua. He now has thirteen thoroughbreds in his stables and gave an exceptional demonstration in horsemanship to a few visitors recently, and it certainly was a thrill. The steeplechaser is from Ireland and is valued at \$25,000.00.

Mr. and Mrs. Bert Rasmussen were given a surprise housewarming Sunday afternoon at their home on Twelfth Street by members of the Order of Railway Conductors and their wives. At 5:30 o'clock supper was served and the evening was spent at cards. Favors were won by Mrs. D. O. Daniels, Mrs. Fred Lehrbas, Mrs. Ernest Morin, W. C. Milne, William McEwen and Ferd Lehrbas. A gift was presented to Mr. and Mrs. Rasmussen.

Mrs. E. C. Callahan is at St. Mary's Hospital for treatments and is reported as getting along very nicely.

The Ladies Auxiliary to the Brotherhood of Railway Trainmen had a public card party at Moose Hall on October 28. At five hundred, prizes were won by Mrs. R. P. Rawson, Mrs. W. M. Erickson and W. L. Wiedeman, and at Schafskopf, Mrs. Carl Hanson, Mrs. Irving Graham, Harry Steffen and W. M. Erickson.

On November 4 occurred the death of Walter R. Billington at the Wausau Memorial Hospital, after an illness of six weeks. Mr. Billington was foreman for the past 28 years, having worked in the Wausau Yard most of

the time. The funeral took place Friday, November 7, and was conducted by the Masonic Order at the grave. His unexpected death has cast a gloom among all the employes. Sympathy is extended to Mrs. Billington and family by the division employes.

Miss Gertrude Conklin, who is attending school at the Stevens Point Normal, visited with her parents, Mr. and Mrs. C. H. Conklin, over the week end.

J. W. Held, trick dispatcher, is off duty on account of illness. We wish him a speedy recovery.

Fifteen tables of cards were played Thursday, October 30, at the Milwaukee Railway club rooms. Prizes in five hundred were won by Mrs. Martin Simonson, Miss Mable Helke and Mrs. Jule Manhart. Winners in bridge were Mrs. Ralph Newell, Mrs. Tom Lane of Merrill, and Mrs. L. H. Monahan.

Mrs. E. Lemay of Tomahawk visited with her daughter, Mrs. N. J. McGinley, for a few days.

The Kraft Phenix Cheese Company is contemplating the enlargement of their plant for the production of malted milk. We are hoping they can see their way clear to make this improvement, as it will mean considerable business for us in carload lots.

The cranberry season is on in full force, and we are having a nice business for refrigerator cars from Cranmoor, Mentone and Mather. We are also loading a good many refrigerators with potatoes from Harshaw and New Harshaw.

The Pittsville paper recently published an article in which it appeared to be very much interested in a pottery plant to be erected at that place for the manufacture of flower pots and various other pottery ware. This looks like a prospect for very good business and we hope that it will materialize in the near future.

Safety First meeting was held in the Club House at 7:30 p. m., November 6, and was very well attended. Fuel Conservation meeting was held Friday morning at 10:00. Intensive Loading meeting was held Saturday morning at 10:00 and was conducted by W. L. Ennis, manager of Refrigerator and Claim Prevention. Traffic meeting will be held at Wisconsin Rapids at 7:30 p. m., November 11.

Kansas City Division

C. M. G.

THE Kansas City Division did not appear in print in the November issue of the magazine due to the news items going astray enroute to the printers. Let's hope for better luck in the future.

After three and one-half years with us, as our guiding officer, Mr. H. F. Gibson departed on October 31 to assume his new position of superintendent of terminals in the consolidated office in Milwaukee. The announcement of his leaving was received with deep regret, and his many friends and business associates, as well as employes on the division, lamented the fact of his being transferred; however, we realize that the change is to his advantage and we wish him much success, and an abundance of good fortune in his new position. On Monday evening, October 27, Mr. Gibson was the guest of honor at a dinner in the private dining

room of the Ballingall Hotel, given by the Kansas City Division staff and department heads, including the following Traffic Department representatives: J. S. Adsit, Kansas City; Harry Zane, Tulsa, Oklahoma; Paul Van Maren, Des Moines, Iowa. Other out of town guests were: Assistant Superintendent J. M. F. Anderson and D. R. Davis, Kansas City; P. E. Beutell, Chicago, and A. C. Tubaugh, Chillicothe, Mo. Master Mechanic Hannon and Trainmaster Givens arranged and planned the affair, Mr. Hannon presiding at the dinner. Each guest expressed his regret at the loss of Mr. Gibson as our superintendent and wished him success in his new field, realizing that "our loss would be their gain." He was presented with a beautiful Coxwell chair, stool and a bridge lamp. On the day previous to departure from Ottumwa the employes in his office informally presented him with a desk set, as a token of their appreciation of his kindness and friendship.

Mr. P. H. Nee, formerly superintendent of the Hastings and Dakota division, came to our division to succeed Mr. Gibson. We hope to satisfactorily carry out our duties under his supervision. We welcome Mr. Nee and his family to our division and trust they will find us agreeable and congenial, and enjoy making their home in Ottumwa.

On Friday, October 10, Mrs. H. F. Gibson was the honored guest at a one o'clock luncheon, held in the Women's Club building. The club house was attractively decorated for the occasion, variegated fall flowers being used. Following the luncheon bridge and bunco were played, Mrs. Fannie Wilson holding high score among the bridge players and Mrs. H. L. Webber winning the bunco prize. Committee in charge consisted of: Mrs. V. C. Lawson, chairman, assisted by Mesdames Jas. Morlock, Mike Reynolds and Perry Grubbs. Mrs. Gibson was presented with a beautiful silver bread tray by the members of the club; she had been actively engaged in the work of the local chapter, and had donated freely of her time and efforts in assisting to make a success of the club.

We experienced the loss of another of our very popular officials on this division in the death of John Evans, who died at Rochester, Minnesota, in the Colonial Hospital, on the morning of October 24. Mr. Evans had been ill for about three months, and previous to his going to Rochester had been a patient in the Ottumwa Hospital for a short time. He had entered the employ of the Milwaukee railroad in 1888, as a bridge carpenter, passing through subsequent changes until in March of 1921, when he was promoted to the position that he held at the time of his death. Mr. Evans is survived by two sons, John Raymond, of Amarillo, Texas, and Hugh Evans of Tulsa, Oklahoma, and one daughter, Margaret Evans of Ottumwa. Dr. R. Emory Beetham, pastor of the Methodist church of Ottumwa, was in charge of the funeral services, assisted by the Rev. Wilfred C. Keeler, pastor of the Methodist church in Marion, from which church the services were conducted. The pallbearers were: F. M. Barnoske, J. W. Sowder, W. H. Vosburg, R. R. Lowe, L. Koehley, Mike Reynolds; the honorary pallbearers were: H. F. Gibson, W. C. Givens, M. P. Hannon, L. H. Wilson, A. Yappen, T. H. Burke, J. F. An-

derson and F. M. McGuire. Many friends from Kansas City, Chillicothe, Ottumwa and other cities on the division attended the funeral; also, a large crowd of co-workers of Mr. Evans journeyed to Marion to attend the services held there on Sunday afternoon, October 26. A special train, manned by a volunteer crew, with the equipment furnished without charge by the railroad, conveyed those who wished to attend the services to Marion; 89 persons were accommodated on the special. The volunteer train and enginemen, who made the run on the special, included Dave Higbee, conductor; Jerry Wood, brakeman; Frank Harker, engineer from Ottumwa to Cedar Rapids; Edward Keating, engineer from Cedar Rapids to Marion and thence back to Cedar Rapids; Wm. C. Johnson, engineer from Cedar Rapids to Ottumwa. Fireman Pat Johns made the complete round trip from Ottumwa to Marion and back, and fired the engine both ways. Mr. Evans was held in high esteem by everyone who knew him, and his death is mourned by many.

On October 24 occurred the death of Mrs. John O'Connor, wife of passenger brakeman, at her home in Davenport, Iowa.

Miss Fern Belle Benn, daughter of Mr. Raymond Benn, operator at Washington, died on October 14. Her death was caused by neuritis. Miss Benn is survived by her parents; one brother, Ronald, of Des Moines, and two sisters, Miss Doris of Richland, and Mrs. Maurine Woods of Washington. She was a member of the Eastern Star and a very popular young lady.

Chief Clerk J. W. Sowder spent a week of his vacation during the early part of October in Excelsior Springs, Missouri.

Henry Bowen, assistant division accountant, went to Council Bluffs on October 13 to attend the Grand Council of Royal & Select Masters of Iowa. On October 28 attended Grand Chapter of the Eastern Star, of which he is Worthy Patron of the O. E. S., in Sioux City, Iowa. The meeting in Sioux City was of three days' duration, and he was accompanied by Mrs. Bowen on this trip.

Roundhouse Clerk Harry Vaughan, Mrs. Vaughan and little daughter Marilyn spent two weeks visiting in Des Moines, Cedar Rapids and Kansas City. Sure miss Harry at the roundhouse when he is away.

A three days' visit in Minneapolis was made by Dispatcher R. O. Clapp and Mrs. Clapp during the early part of November, in the home of their grand-daughter, Mrs. George O'Gar. Ever so often Mr. Clapp has to make a hurried visit to see how the young great grand-son is progressing.

Charlotte C. Davis, assistant timekeeper, was on a two weeks' vacation during the last half of October, during which time she visited with Mrs. Ilee Allen in Cedar Rapids, Iowa.

News from the Freight House

Ed. Hammond, our worthy chief clerk, spent his week's vacation at home, working on his radio. He said that he was trying to get the Ottumwa station to come in a little stronger.

A. E. Peterson, popular demurrage man, spent a few days in the office checking and double checking.

The freight house and office force wish to extend to the family of John Evans their heartfelt sympathy in the death of their father. Mr. Evans was a great favorite with us, and always had a pleasant word to say to each and every one.

Max Hampshire, our peppy car clerk, whose authority on duck hunting cannot be disputed, informs us that you must not let a little thing such as falling in the river, over your head in water, bother you; also, if you are soaking wet and your teeth chatter, just forget it and keep your eyes on the ducks.

The desks in the office have been changed around to such a degree that we have arranged a guide map so that the clerks may be able to find their proper position.

We wish to extend to Mr. Nee a hearty welcome and assure him that we will do our utmost to make his administration a successful one.

We are sorry to lose Mr. Gibson, but you cannot hold a good man down, so we are expressing our sincere wishes for the best of luck and all the good things in life for him in his new home and position.

Mike Carney, our old reliable switch foreman, is back on the job and happiness reigns supreme. We sure missed him while he was gone.

Bill Wendell, our handsome ticket agent at the Jefferson Street station, is in the market for a new radio and he has had as high as four radio sets in his home at one time. Bill swears he is going to try them all before he will make his decision. The above is a tip for Ivor, would be a good chance to get rid of that seventeen tube hydrogenphone.

Jay Mills, our big cashier, is trying to buy Frank Hampshire's derby hat, but they cannot agree on the price. Jay says it would be fine and dandy for this winter, as he could pull the derby down over his ears and protect them from the cold.

Jay Farrell, our ex-O. S. & D. clerk, visited us this week. He said he had come home to vote. Nuff said.



General Office, Chicago

As Father Time rolls on hunting season follows golf, and we learn that some of our cohorts in A. E. Lodge's office are what you call nimrods—Mr. J. A. Balderson spent his vacation hunting in western Nebraska, and we understand that his trip was highly satisfactory and most enjoyable. Mr. William Henley spent some time after the elusive pheasant and the not quite so elusive rabbit. Mr. Felix Maass spent a week in South Dakota, and last, but not least, our champion golfer, bowler and what not, Mr. Charles (Chuck) Albright comes to the front with a fine display of pheasants and rabbits shot openly (and not from ambush, mind you!). Mr. Albright presents a photo as evidence of his skill and the only thought that now comes to mind is that possibly his host may have had a large (?) hand in the slaughter.

Just why has Marie D. decided to finish embroidering the luncheon set she started several years ago? She doesn't say, but we can, of course, draw our own conclusions.

Julia Sachen is with the Accounting Department again, and we are glad to have her with us. We are sorry, though, to lose our youngest stenographer, Miss Lillian Gullberg, who was transferred to Fullerton Avenue November 1.

Since the discovery of G. K.'s talent for designing and dressmaking, our last year's gowns are being remodeled and this year's styles cut out and assembled with surprising ease during the luncheon periods.

On November 7 Miss H. Mac Wheeler, of the Engineering Department, and Rudolph W. Johnson, assistant engineer, were united in marriage. The employees of the Engineering Department extend herein their congratulations to Mr. and Mrs. Johnson. On Saturday, November 2 the girls of the Engineering Department entertained Miss Wheeler at a luncheon at the Hotel Bismarck.

Transportation Department

We haven't appeared in print for some time due to the fact that news was rather scarce, however, business is picking up.

Mrs. Hazel Sohn was hostess recently at a dinner party, given at her home in Elgin to a group of the girls in this department. Orange and Yellow, suggestive of the fall holidays, decorated the dinner table.

Much interest was centered around her baby, Robert Harry, who became somewhat aggravated during the evening when the girls insisted upon playing with his toys. Aeroplane bunco was played following dinner and prizes awarded to Marilyn McNicholas and Dorothy Hallwachs.

Lora Amanda Franzen is the proud possessor of a beautiful sparkler, received recently. Edward Patrick Garry of Bensenville is the lucky boy. Best wishes, Lora, you will have to give that party before you can expect any shower.

We are looking forward to seeing some more diamonds around the office. Jerry Fell and Rosemary Stevens, also Joe Kopec and Sally Patterson, all of this office, have been seen together recently, hence our comment and expectation.

Hold your breath fellers, Don says he is going to entertain us after the holidays.

Twin City Terminals— Mechanical and Store Departments

N. A. H.

THE I. & M. Division has been assigned to Master Mechanic John Turney, effective October 1, 1930.

Tuesday, October 31, the Eastern Star gave a card party at the Masonic Temple, Bloomington and Lake Street, and I. & M. Division Engineer A. C. Brooks won the first prize for the gentlemen, which was a thermostat, and Mrs. W. C. Blase, wife of Traveling Engineer Blase, won first prize for the ladies, which was two large salad serving plates. Five hundred was played.

Mr. M. Medinger, boiler foreman at St. Paul, has been duck hunting and must have had very poor luck, as none of the men working with him even saw a feather.

I. & M. Division Engineer M. J. Davey passed away November 10, after being confined to the hospital for some time, and was buried at Austin.

Engineer C. Gleason is taking a leave of absence for the winter and has gone to California.

River Division Oliver Bremseth is also taking a leave of absence.

The hand-fired engines are being taken off the I. & M. Division and being replaced with stoker-fired engines.

Engineer Arthur Sandy and wife are planning an early get away for the land of California.

There is big money up on the Minnesota-Wisconsin football game, and we expect to get some more of that good old Wisconsin money back here in Minnesota, like last year.

Mr. W. W. Schabarker was a caller at Minneapolis in behalf of this Safety First issue during the month of November.

I. & D. Division Notes

M. G. B.

MR. AND MRS. W. F. INGRAHAM and son Sidney, went to Iowa City October 19 to visit Miriam Ingraham, who is attending the university there.

There has been a lot of stories around lately about Roadmaster McMahon being a game warden. Understand he put on a little show out in South Dakota one day and almost got away with it. It seems there were two gentlemen from Indiana—wait, Mr. McMahon will tell you all about it.

Congratulations are extended to Mr. and Mrs. J. C. Hart, Mason City, on the birth of a baby boy November 7.

A very successful Operating-Traffic Department meeting was held at Mason City October 31, at which a large number of employees were present. The evening was climaxed by a surprise party for Mr. Ingraham, October 31 being his birthday. The wives of the men came down after the meeting was over and refreshments were served.

S. G. Ingraham, brother of Mr. W. F. Ingraham, also accompanied by his father, spent a few days at Mason City en route to Minneapolis, the latter part of October.

Mrs. R. E. MacDuffie, wife of Roundhouse Foreman Spencer, was called to Sanborn, Minn., October 24, on account of illness.

We are informed that Audrey Gashel, daughter of E. J. Gashel, Mason City, has accepted a position on the staff of the Michael Reese hospital, Chicago. She was graduated from the training school there a short time ago.

Hans Benson, car man, died at Mason City November 8 after a long illness. Sympathy is extended to his family.

We are all glad here at Mason City to see Nell Carney back on the staff. We hope it seems natural, Nell!

The I. & D. Division was greatly grieved to hear of the death of J. M. Hayes October 30.

Geo. Beuhler, car inspector, was off duty the first part of November on account of sickness.

Charles Colloton, car man at Mason City, visited in Illinois the early part of November.

W. C. Hamilton will relieve Operator Budack at Spence for several weeks, effective November 14.

F. K. Orvis, agent at St. Olaf, has returned to work after several months' leave of absence.

F. H. Burns, agent, Postville, is still on the sick list. We are hoping to see him back on the job soon.

H. A. Delahook, retired agent, formerly agent at Beulah, Iowa, died at Chicago, November 10. He was buried at Girard November 12. Sympathy is extended to his family.

Conductor Ben Olson is off for a couple of trips, his place being taken by Conductor Cotant.

One of our old friends we haven't seen for a long time is Charles Sifert, who returned to Mason City from the west around the first of November and was ready to go to work after his long vacation.

J. E. Decker & Co., packing company of Mason City, are contemplating a hog concentrating yard on our property at Emmetsburg, project to cost about \$7,000.00, and another yard at Garner to cost about \$3,000.00 They will draw considerable more hog business and help to discontinue the trucking of hogs to Mason City and other points from that territory.

W. L. Ennis, superintendent, Refrigerator Service and Freight Claim Prevention, and

Mr. Cass, of the American Railway Association, held a meeting at Mason City November 6, with the various local officers concerning maximum loading of cars.

Howard and Hannaford work, but at last, they are no longer men without an office. Quarters are rather congested and it may be rather troublesome for Harry to have to take inventory of the office to see if Georgie is on the job at times, but we predict a safe, clean office (NO COAL DUST) insofar as these two pals are concerned. To make it plain, these two gentlemen can be found in the old Inter-State Lunch Room, and believe it or not, it's the SAFEST and most CONSERVATIVE office at the terminal. No meals are served, although we understand one of these gentlemen can make anything you desire when it comes to baking. Understand he is going to make the tarts for our next bazaar, the 19th—you want to be there.

Of course you have seen the derby running in and out of the Trainmaster's Office. Be careful, Julius, you know what happens to a derby.

The I. & D. Division was grieved to hear of the accident which caused the death of N. J. Mayer, pump repairer. He was driving home from Minneapolis November 1 when his car ran into a grading outfit on the highway. He was injured so badly that he died within a short time.

R. H. Boyer has returned to work at Mason City after his honeymoon. His bride will join him at Mason City after the first of the year.

J. A. Larkoski, roadmaster at Mason City, and family, spent the week-end of November 9th at Adams, Minn., visiting relatives.

The track to serve the Skelly Oil Co. has been completed at Spencer. Their plant will be completed about November 22 and will furnish the city of Spencer with fuel gas.

The track put in at Algona about six months ago has already paid for itself in oil and lumber from the coast, business which we never had before.

H. F. Kruse has been appointed temporary pump repairer on account of the death of N. J. Mayer.

We just recently completed new stockyards at Sheldon, where we are getting a big business from J. E. Decker Co. We are also putting an addition on to the stockyards at Algona.

The Milwaukee Dance, October 24, was a big success. In spite of several disadvantages the dance was a social and financial success. Everyone seemed to be working for it and with each other. The orchestra pit was worked up as a replica of the rear of the Sioux, and was most realistic. Paul Scott, chef, and a Pullman porter were in evidence, which added a touch of realism to the scene. P. A. Gallagher was head of the committee.

Dubuque-Illinois Division Notes

M. J. S.

WE wish to extend our condolence to Mr. W. M. Thurber and relatives in their recent bereavement, Mrs. Thurber having passed away on October 21 at Savanna. The loss of Mrs. Thurber is felt very keenly on the Illinois Division as well as on the Dubuque Division, at which point she organized the Dubuque Chapter of the Milwaukee Women's Club and carried on at Savanna as president of Savanna Chapter for three years.

The consolidation of the Dubuque and Illinois Divisions has caused some rearrangement in the Superintendent's Office at Savanna, which is located in the Gydeson Hotel, old partitions having been torn out to make room for the additional force necessary. The En-

gineering Department was moved to the Car Department building, across the tracks from the Superintendent's Office.

We take this opportunity to welcome the new personnel of the Illinois Division, Mr. L. F. Donald, superintendent; Mr. E. H. Johnson, division engineer; Mr. F. E. Galvin, chief carpenter; Mr. C. E. Kinney, chief clerk, and Mr. C. J. Eleeman, division accountant—and while some of the faces are new to District No. 1, Mr. Donald, Mr. Kinney and Mr. Kleeman are old friends, having at one time worked in the Superintendent's Office at Savanna.

We have a big family now, and to the office force that has come down from the Dubuque Division, we are glad you are here, we like you all just a lot and hope you will stay with us.

The regular Illinois Division Safety First meeting was held in the Lydia T. Byram Community House at 2:30 p. m., Monday, November 10, with Mr. Donald presiding at the first Safety First meeting of the consolidated divisions held at Savanna. About 130 were present and some good talks were given as well as suggestions received. Don't forget, we are out for a good Safety record on the Dubuque-Illinois Division—and every employe attend at least one Safety First meeting a year.

Mr. W. M. Thurber, who has been appointed assistant superintendent of the consolidated divisions, with headquarters at Davenport, was presented with a Hamilton wrist watch, as a token of the esteem in which he is held on the Illinois Division.

Signal Maintainer R. D. Baker, on District No. 1, who was quite seriously ill in the Deaconess Hospital at Freeport, has recovered sufficiently so that he could be taken to his home at Lanark.

Tri-City Terminals

Ernie Bucholtz, car foreman, and Walter Keck, Wheel Shop foreman, were visitors at Nahant the last half of October.

Another step forward and an improvement of importance was the installation of an electric motor for the turntable at Nahant.

Herb Clements, fireman at Nahant Yard, has gone and done it. He elected to join the ranks of married folks. Congratulations.

Fireman Van Alten has joined the life saving squad. On October 27, while switching near the Rock Island transfer, Van saw a figure lying under a car, and upon investigation found it to be a man sleeping on the transfer track and an engine about ready to pull the track. It is said that Van hurried to the rescue and removed the man before any harm was done.

The "big four," when it comes to hunting around this part of the country, are Engineer Arthur Palmer, Fireman Harry White, Fireman Van Alten and Switchman Roy Johnston.

Charlie Lippincott and wife are the proud parents of a daughter born in the last half of October. Congratulations.

Hugh Zimmerman and wife are the proud parents of a boy born in the first part of October. But they have nothing on J. H. Lord, who claims the baby can say "grandpa" already. Congratulations to the parents and grandparents.

The Milwaukee Railroad, in conjunction with the D. R. & I. N. W., have undertaken a big improvement in the relocating of the tracks near the west end of the Government Bridge, Davenport. The tracks formerly were on a level with the street, and trains crossing the street on approach to the bridge delayed traffic quite a bit, and it was also a dangerous crossing. The tracks are being relayed under the first span of the bridge, necessitat-

ing the excavation of a large amount of ground. It is also planned to extend the double track from the foot of Brady Street to the other side of the Government Bridge.

Last but not least, we extend a welcome to Mr. W. M. Thurber, our new assistant superintendent at Davenport.

Broadcasts from Station "WGC"

It is reported that John Barry got almost as big a kick out of F. E. Brown's Christmas toy as did Brownie himself—from a Juvenile No. 5.

And now comes word that Robert C. Wilson, bill clerk, is again in quest of a freer and more untrammelled market in which to purchase men's apparel, firearms and gun cracks. It is said that there has been some interference by the state game warden with Charlie's recent outfitters' operations—the Spearhead Co.—because of an alleged spearing of fish. However that may be, rest assured Charles will get his gewgaws, even though he has to bootleg them in.

Captain Ray Kentner and his Colts recently played the Rabbits and were defeated by that team, the Rabbits scoring 73 runs, no errors, none left on base, while the local team didn't even get a hit, allowed a profusion of passes, though they made several spectacular double-plays. Thanks to a rudimentary knowledge of surgery, they dug most of the shot from each other's shins before starting on their crestfallen journey homeward.

Towerman F. Brown, we understand, has broken the whistle that he received with his last pair of mail order, Juvenile No. 5, shoes and has placed an order with that firm for another pair, so as to have something to hang on his Christmas tree.

George Rutherford Hayes Correll, bill clerk, Savanna Yards, celebrated his 20th birthday November 11. Understand an armistice was signed between him and his lady love at Clinton, Iowa, on the occasion of the celebration. Peace reigns again.

We expect to hear in the near future an announcement of the engagement of Bill Clerk Harold Hersey and an unknown local lady. The old Ford is putting in a lot of mileage. According to some reports he not only hugs the black line but also the lass.

Switchman J. Lorbiecki has returned from a visit in Minnesota. Understand that after he left Minnesota the U. S. Fisheries car has had to replenish all the brooks and streams with more fish. He also shot most of the wild animals in that country.

We are informed that the title bout between Cyclone McCue and One-Round Swanson ended in a draw and One-Round has announced his intentions of withdrawing from the ring. It seems that One-Round intends to go into the barber business.

James Kennedy, Jr., caller, should be placed at the head of the Fire Prevention Committee. He is such a believer of fire prevention that the Yard Office stoves are never kept going while he is around. Richard Lincoln advises that if he continues this practice, he intends to put in his bid as janitor.

Assistant Yardmaster G. W. Dahl is following the local high school football team around this fall, but his presence does not seem to lend any morale. The team seems to still thrive with defeats.

Pete Jensen, caller, has made his long-intended visit to Davenport and reports he is well satisfied with conditions in that city. When are you moving, Pete?

It appears that Operator Welch has difficulty in getting train orders when the carpenters were fixing the stoves. Mr. Welch reprimanded the carpenter very vehemently and was much chagrined to find that several offi-

cial were in appearance at the time. It, perhaps, is a good thing that the carpenter was hard of hearing, as the work continued without a pause until it was done.

John Barry, our chief clerk, is a very ardent golf fan, and now, as it is too cold to make the round in par, he is practicing at home. The pictures should all be placed with the glass to the wall, as a safeguard against his eagle eye. He expects to challenge Bobby Jones in the spring, although a pro-season match should be played in Miami this fall.

Coast Division

"Kirk"

DID any of you folks ever move? Then you know how it is in this office. After undergoing considerable wall moving, additions and subtractions, painting, etc., the superintendent's office now has the division engineer's force quartered with them. It's called a consolidation, but it seems more like packing a trunk—you know, there is always about a dozen more things to put in than you have room for, and when they are all in you don't know where to go for what you want.

The roadmaster's and chief carpenter's office have also moved from the old T. E. freight house to the passenger station, being quartered where the dispatchers formerly were. In fact we are all moved about and there ought to be a guide to show the stranger around.

Harold Schutzman of the Signal Department is the proud PAPA of a baby boy who arrived last month. Harold, on first look, expressed some doubt as to whether he would ever grow up to be a man, like his papa, but you should remember, Harold, that that is the way you got your start.

Understand Joe Nordquist has just bought himself a new home, getting a good buy in a brand new house. Should have a house warming; I'd say.

Daisy Webb and Florence Hall journeyed to Kittitas last Sunday, November 2, to spend the day at the home of W. M. (Doc) Evans. They report a fine time and brought Doc

back to Tacoma with them. Kittitas seems to be quite a popular town since the Evanses moved there. All the Nimrods have been there at some time or another during the shooting season, and everybody has such a good time that Doc really ought to start a hotel. Yours truly was one of those favored to chase the birds from one field to the other last month.

Understand Dick Wende, with a crowd of young ladies, got lost in the fog while returning from the Safety First meeting in Seattle last week. Tried to turn in at a couple of roadhouses but that is excusable when you have to follow the curbing.

Ben Hiddleston, formerly extra gang foreman, Coast Division, was in the office the other day and surely looked fine. Has been on the sick list for a long time but has now gained about eighty pounds and sure looks fine. Hope he continues to improve.

You will have to address Margaret Olson's mail to Mrs. Arthur L. Green, Los Angeles, Calif., from now on. Guess the boys hadn't better write any more either. Yes, she put handcuffs on the deputy sheriff and took him to the Little Church of the Flowers in Los Angeles on October 18, and there two beating hearts were made to beat as one. Happy days, Margaret.

T. E. McFadden is back on duty as chief carpenter, and we are all glad he's back.

Frank Welch is also among us as assistant chief carpenter, and that makes it seem more like old times again. Frank told me this morning that his war department would arrive today. Don't know what he referred to but the weather around Green Bay did not agree with Mrs. Welch at all, and we know she will feel at home in Tacoma.

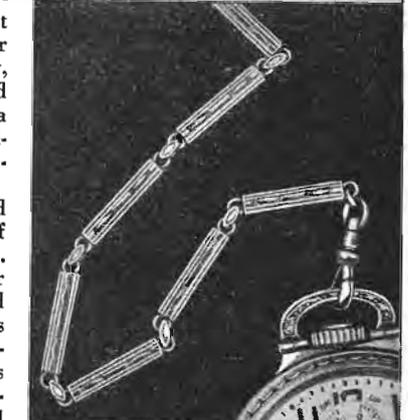
Mrs. Carotte is back on the job, having bumped Florence Matteson as chief clerk's steno. Miss Matteson in turn bumped Betty Gunther and so our auburn-haired miss has gone back to the valley. Ethel Cushing, division engineer's steno., is also among the missing, her job being forgotten during the consolidation.

WATCH DESERVES A GOOD CHAIN



You've worn a Simmons Chain, most likely, for a good long time. In fair weather and bad, every run, all day, it does a man-sized job for you and your watch. But maybe you need a new one. . . . Why not show this advertisement to your wife as a suggestion for a Christmas present?

Your watch inspector, or any good jeweler, has a wide assortment of chains from which she can choose. Prices are reasonable too. And for many of the fine standard railroad watches, you'll find Simmons Chains especially designed! The green-and-white gold-filled chain illustrated is 31593, made for the 23-jewel combination Bunn Special, model 28, and costs \$9.75 alone. . . . And to make things even, you might give her a Simmons bracelet or necklace! . . . R. F. Simmons Co., Attleboro, Mass.



SIMMONS CHAINS

We were all shocked to hear of the death of Geo. M. Hayden, formerly chief dispatcher of the Coast Division, which occurred on October 15. Geo. had many friends along the railroad.

Sam Whittemore has been playing in hard luck quite frequently of late. Sam went up the mountains after grouse not long ago and fell over a log and for several days was busy pulling up his pant leg to show everybody the big black and blue mark. He had no sooner gotten this cleared up when the other leg got somewhat bruised and torn thusly: Sam was enjoying his evening meal at the Mecca as usual, when an S. O. S. came in that a family was in dire need of food, so Sam, as a good Samaritan, helped the officer, who had reported the case, load up a goodly supply of provisions and proceeded to the relief of said family. In some unexplained manner the family canine mistook Sam for the provisions and proceeded to act accordingly, resulting in part of Sam's leg being missing. Heard H. J. M. later asking Ruth Fullerton if she had heard that the dog died. Now Sam is going to subscribe generously to the community chest and let someone else take the relief to needy families.

The latest is that Sam is short one automobile of the Buick variety. Seems to be some mystery as to all the circumstances regarding the loss but understand the car got mixed up with a wig-wag signal on the Northern Pacific Ry. and came out second best. That's what a loyal Milwaukee man gets for hanging around our competitors.

Doc Evans and Cal Snyder have retired into the woods around Lake Kechelus to track down a little venison. Thought we wouldn't hear from them again until they came out with the meat but they hadn't been gone two days when they S. O. S'd for more grub. Guess it looks like a long siege.

The West Forks Logging Company and the Cascade Timber Company on the T. E., are cutting about 120 cars of logs per day which will help Sam's tonnage, and we hope some of the others will open up big soon. Up to the last of the month we had had about 300 cars of spuds from the Kittitas Valley and some 450 cars of fruit off the Hafford Line, all of which makes business better. The balance of the potatoes and apples will be stored and come out later on.

Geo. Freestone is back on the job after having had a little vacation. Carl Tvetter relieved him while he was gone and now Carl is working at Cedar Falls.

Another consolidation I almost forgot was the moving of the roadmaster's office from Ellensburg and Cedar Falls to Cle Elum, both districts to be under Roadmaster A. M. Anderson. This lets Jack Desmond out of the Cedar Falls office and he has bumped into Seattle freight.

Roadmaster Anderson, who has been on the sick list for a short time, is considerably better and has taken a trip back east and we all hope will be fully recovered when he returns.

Ray Fink has a new De Soto sedan. Ray certainly knows his automobiles, but he better make sure that he doesn't hop in the wrong car in his journeys to and from the freight house, for there is another one parked in front of the depot each day that bears a striking resemblance.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

Willie

NOW I know that it was so hot and dry back East that my last month's notes

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dried up and blew away, for they were not in the Magazine and I sure had some sent in; and besides that I made a trip as far as Minneapolis and looked for them all the way there and back, but nothing in sight. Oh, yes, during my short stop in Minneapolis I called on Mr. and Mrs. Floyd Sterling. They are very comfortably located and doing well. Yes, and they didn't forget that I liked to eat!

According to the present plans, the Superintendent's Office forces will be moved to the rooms over the depot at Butte, formerly occupied by General Superintendent D. E. Rosister. This will be rather hard on several of the force who own their own homes in Deer Lodge.

Mr. and Mrs. C. S. Daniels are taking a two months' trip through the East and Central States. They will visit a daughter in New York and a son in St. Louis.

Mr. and Mrs. John G. Mackedon have moved to Deer Lodge, Mr. M. having taken the Deer Lodge switch engine.

E. O. Waldron has bid in the Avery helper in place of Engineer Mackedon.

F. H. (Whitie) Buhman has returned from a month's visit to St. Louis.

Mrs. Thompson of Alorton is visiting at the home of her daughter and son-in-law, Mr. and Mrs. Emmett Peterson, in Deer Lodge. Emmett is yard clerk in the Deer Lodge Yard.

H. E. Arnold attended a meeting of several of the Grand Lodge officers of B. of L. F. & E. in Chicago the past month.

By this time next month we should have the address of all those who are to leave Deer Lodge with the move of the Superintendent's Office. Dispatchers Chalk, Weatherly and Grogan are expected to take places in Harlo and Mobridge.

Mr. and Mrs. E. L. Hopkins have returned from a trip to visit Mr. Hopkins' relatives in New York state. On the way they picked up a nice new shiny car. Let's go.

Milwaukee Terminals

Ann

ALLOW us to introduce Master Terrel Hanstad, son of Mr. and Mrs. Theodore Hanstad, storekeeper at Milwaukee. Terrel is conversing with the daisies, who won't tell.



Engineer Thomas P. Casey has been elected president of the local lodge, B. of L. F. & E. A more conservative man they could not find, and one who always has a good word for his fellow man.

Congratulations to Caller Thomas McCarthy at the Shops, who was married September 11. Mr. and Mrs. McCarthy will be at home to their friends after November 1 at 3023 Mt. Vernon Avenue.

Deepest sympathy is extended to Harvey Zunker, whose mother was killed in an auto accident.

We hear a rumor of the approaching marriage of Switchman William T. McPartlin.

Glendale Avenue at North Milwaukee has been opened for traffic with gates and gate-man on east side of crossing.

Superior Division Conductor Ed Smith found a pair of mittens in deadhead caboose No. 0826, Milwaukee to Green Bay, and returned them by way of Frank Stubbe to Dan McAuliffe, the owner, who sincerely appreciates this courtesy.

We would like to tell you the story concerning Bill Stark and his ride in a cemetery, but you had better ask him.



Harvey Zunker has a new car, and on its first appearance with it about three months ago he met up with the above.

We all join in extending to Superintendent H. F. Gibson a hearty welcome to the Milwaukee Terminals.

A very Merry Christmas and a Happy New Year to you all!

Iowa—Middle and West

Ruby Eckman

MRS. HANNAH GILLIGAN, wife of Engineer John Gilligan, died at her home in Perry October 5, following a long illness. She was 72 years of age and beside the husband is survived by six children. One son, Harold, is employed in the shops in Milwaukee. The Gilligan family have made their home in Perry for many years.

Engineer Frank Johnston was down east in October making the acquaintance of a great grandson who makes his home in Boston. Soon after his return home he was advised of the arrival of two more great grandchildren. Frank had a fine trip and returned to Perry ready for work until cold weather arrives.

The Ladies' Auxiliary to the O. R. C. held a very pleasant all day session in Perry October 21 when the vice-president of the Grand Lodge was with them as instructor. Their luncheon at noon was served by the Ways and Means committee of the Milwaukee Women's Club at the club house.

Mesdames E. J. Patton, E. Hendrickson and J. Balfanz, all of Mason City, came down to Perry the latter part of October to attend a house party given by Mrs. Victor Hansen, her first gathering in her new home.

Mrs. J. M. Barnes, wife of one of the Iowa Division engineers, died suddenly at the family home in Perry October 22. Mrs. Barnes had been in her usual good health and had been about her work all day. Shortly after supper time she was stricken with a heart attack and died within a few minutes. Burial was made in Perry, at the sunset hour in accordance with a wish she had often expressed.

Lineman Clyde Hamilton, who has charge of the work in the Aberdeen territory, was in Perry to spend a part of his vacation, the latter part of October.

Engine 1136, one of the smallest type switch engines, which has been used for a chore engine around Perry roundhouse for some time, has been ordered to the scrap pile, and left Perry recently. The passing of the engine from the assignment on the Iowa Division

calls back many memories to engine and shop men who took their turns at keeping the engine serviceable and busy.

David Thomas, who has worked for a long time on the roundhouse force at Perry, can discard his alarm clock now, as he has decided to retire and take advantage of his membership in the Pension Association. The last day Mr. Thomas worked at the roundhouse the boys sent him downtown with the roundhouse foreman and completely outfitted him with a new suit of clothes and everything to go with it, as a little token of the high regard for him. Now when he dresses up to go to church or other gatherings he will have pleasant memories of the men with whom he worked so long.

Maurice Callahan, son of Machinist Emmett Callahan of Chicago, who formerly worked in the Perry shops, died October 9 following an illness of nearly three years, resulting from a gunshot wound inflicted when he and his brother were playing with an old gun which was supposed not to be loaded.

The second annual birthday party of the Milwaukee Women's Club was held on October 16 and was a very successful affair.

Engineer Lon Morgan was in Chicago the fore part of October for the second operation on his eyes, and returned home greatly benefited.

Barbara was the name which Engineer and Mrs. Orville Balsbaugh gave to their new daughter born October 7.

Older Milwaukee employes who worked on the Iowa Division a number of years ago and who were acquainted with Robert Silliman when he worked on the Iowa Division as a fireman and engineer, will be sorry to hear of his death which occurred at Easton, Pa., the latter part of October.

The passing of another old-time member of the Milwaukee family was recorded when Mrs. Mart Applegate passed away at her home in southern California and was brought back to Iowa for burial. Mr. Applegate was for a long time general yardmaster for the Milwaukee at Perry.

A Milwaukee passenger engine opened the season on pheasants in Iowa October 18 when a large male bird struck the headlight of the engine on passenger train No. 8. The bird was wedged into the light so that it was removed with difficulty. Another engine had to be furnished at Perry on account of the damage done to the headlight and reflector.

Miss Elizabeth Hullerman, daughter of Engineer E. C. Hullerman, successfully passed the civil service examinations for junior typist and was appointed to a position in the Veteran's Bureau in Washington, D. C. She took up her work the latter part of October.

James Jones, son of Engineer D. Jones, a young man who took his training as a machinist in the various shops on the Milwaukee, was recently offered the post of mechanical inspector for the Russian government. James has another offer he is considering but may decide to accept the foreign post.

Bernard, eldest son of Conductor D. T. Reel, who has been making his home in New York for the last few years, was compelled to give up his work on account of sickness and come home for a rest. His parents met him in Chicago. Friends of the family hope to see a decided improvement in the young man's condition.

A wedding of interest on the Iowa Division occurred recently when Irene Rogers, operator at Earling, was married to Arthur Kohles. Mrs. Kohles will continue her work as operator for the present.

N. E. Westover, who has been the perishable freight inspector at Perry for a few years, has been transferred in the same de-

partment to Milwaukee. Walter Lindquist from Minneapolis was sent to Perry for Mr. Westover's place.

Dorr Milner, helper at Panora, has resumed work after several months' lay-off on account of a personal injury.

Engineer F. L. Hanner, who has been on sick leave since September, 1928, was able to go back to work in November, a fact which his many friends on the railroad were glad to learn. Mr. Hanner was off duty with a severe infection of the leg.

C. A. Kneec, who has worked for the Milwaukee for some time as a stationery engineer at Perry roundhouse, was the successful candidate for sheriff of Dallas County in the November election.

Brakeman Lowell Fox, who works extra as a yard clerk at Perry yard, came to work the latter part of October with a broad grin on his face. When asked the reason "Pee Wee" told the yard office force of the arrival of Lowell Edward Fox, at the same time reminding Assistant Yardmaster E. E. Banyard that the pair of shoes he had promised the namesake would now be acceptable.

The Milwaukee Railroad at Perry was well represented in northern Iowa during the pheasant season in November, as a great many of the employes took advantage of their opportunity to hunt pheasants. Some employes went up each of the three periods during which they could hunt.

Mrs. A. J. Gregg, wife of one of the extra passenger conductors on the Iowa Division, died at her home in Perry November 5, following an illness which had extended over quite a long period. The Gregg family had moved to Perry from Council Bluffs only a few months before. Burial took place in Kansas City.

Bernard Rogers, son of Engineer W. A. Rogers, is one of the Perry boys making good on his efforts to get advanced education. Bernard is working his way through Northwestern at Chicago, and while his studies and outside work keep him busy he is making extra good grades.

James Cross, who works on the freight platform force at Perry, was able to arrange for the sale of two round trip tickets from Denver to Perry with Milwaukee routing from Omaha. The folks who were coming to Perry had arranged to use a competitive line from Omaha, but James convinced them our service was just as good, so they used the Milwaukee.

Squeaks from the C. & M.

H. E. W.

CONDUCTOR "SPOOF" ROHDE has been elected captain for the coming year of the Rondout Old Timers, the crack ball team from Rondout, and we can look forward to some brilliant ball games next season. The ball teams from the surrounding villages had better practice all winter if they expect to show Spoofer's team any competition.

Our sincerest sympathy is extended to Mrs. Frank Hanes, wife of Conductor Hanes, in the loss of her mother, who passed away the latter part of September.

Engine watcher, Bill Hallacher of Rondout, who professed to be an ardent Cub fan all season deserted the ranks toward the finish and swung over to the Cardinals. Guess Bill must have lost a few bucks on the Cubs.

Our deepest sympathy is extended to Conductor H. L. O'Neill and family in the loss of his mother who passed away recently.

The boys are all glad to see Engineer Harry Kriofski back on the job fully recovered from an operation performed recently.

Conductor "Able" Kapke showed up at Conductor Ed Moran's home for dinner one day



Sure footed in rough footing

On and off trains, scuffing around cinder-carpeted yards and rock road beds, on slippery platforms . . . railroad men appreciate Firestone rubbers because of their sturdy construction and sure-footed non-skid soles.

The Firestone Titan rubbers are especially designed for heavy duty . . . in two-buckle or semi-storm styles, of toughest rubber compound, with extra heavy black or white soles.

No matter how rough you treat them, they'll still treat you right . . . so insist on Firestone . . . there's no better footwear made at any price.

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recently, so it is very evident that some one else is taking up his widow friend's time now. The sympathy of the boys is extended to you, Abe, in your loss.

By the way, we don't know who stands to lose, Abe or Eddie Moran.

Our deepest sympathy is extended to the family and relatives of veteran Passenger Brakeman H. G. Vande Lind, who passed away at the home of his sister at Marathon, Wis., on September 24, after an extended illness.

He was a veteran of nearly thirty years' service and will be sadly missed by his fellow employes and many of the traveling public.

Conductor Henry Furman has returned from his fall pilgrimage to Clinton, Ill., and reports his fall plowing finished and now wants to trade his plow and pitchfork for a sleigh and snow shovel.

Brakeman "Mickey" Bell has put away his literature and sales talks on Frigidaires and is thinking seriously of embarking in the coal business.

Fireman Geo. James has deserted Milwaukee and is now firing for Engineer Bill Steinberg on the J. Line.

Brakeman Bill House wears a resident hunter's license button on his coat, but to date no one has seen him carrying any game from the hunt.

Everyone will be pleased to hear that retired veteran Conductor O. P. Taintor has fully recovered from his recent illness and is out and around again, as good as new. It just goes to show that you can't keep a tough old guy from the old school down. He is now planning to spend the winter in sunny California. Are we envious? And how!

When it comes to ambition Brakeman Howard O'Shea has a plenty. There being no work for him on the road he has accepted a position as yardmaster for Kelly Atkinson at Rondout, and believe you me, things are moving in tip-top shape around that thriving concern now.

We are all pleased to see Fireman Ted Reiss back on the job after an appendicitis operation which kept him confined for nearly two months.

Our deepest sympathy is extended to the family and relatives of Engineer Wm. Ivens in the loss of his wife who passed away. Also to Engineer Art Ivens in the loss of his mother.

Our late genial trick dispatcher, Bob Helton, is now working as second trick operator at Sturtevant, place of Jake Ray, who is off on a leave of absence. Gives us a chance to say hello once in a while, anyway, Bob.

We are all sorry to hear that Passenger Brakeman C. E. Rholes is confined at Muirdale Sanitarium with a lung infection, and wish to extend him our best wishes for a speedy and complete recovery.

Conductor Herman Rohde claims he still likes married life after being married nearly five months.

Well of all things, old Geo. Christoff's handle-bar mustache is now trimmed short.

After switching cars in the dark all these years it will be just like working days at Rondout when the new floodlights are installed in the south yard.

Now remember, boys and girls, that it is only a few days until Christmas and if you don't bear Safety First in mind at all times it may be a Sad instead of a Merry Christmas, and that is what I am wishing you all.

Obeying Safety First is one of the best ways to stay healthy.

Fireman Roy Wheeler suffered a broken arm in a fall recently, while returning to work from the lunchroom at Rondout. Guess Roy

must have eaten one of Bill's big steaks and it made him top-heavy. Our sympathy goes to you, Roy, in your misfortune.

Noticed the strange look on Engineer "Buck" Kelly? Well, Buck can now carry his teeth in his pocket.

Motoring on the Milwaukee

Nora B. Decco

MERRY CHRISTMAS, and hope you all get everything in your socks that you want, and then you can get all ready for another year. Little like Christmas weather along our division the past few days and if the snow will just stay on and not melt off over night in favor of an awful dust storm like we had a few days past, we will consider it a special favor from Santa Claus.

Brakeman Sexton and wife have a small daughter. As I did not hear of it in time I did not mention it in last month's news. This young lady is a month or more old now, and as she is the first child in the family she is a real important member, I can tell you. We offer our congratulations and understand Mr. and Mrs. Sexton are leaving Three Forks for the winter and will make their home in Missoula until spring.

Conductor and Mrs. Earl Wilson have moved to Deer Lodge for the winter, renting their house here to Mr. and Mrs. George Miller. Mrs. Miller and two children came here from Seattle. Mr. Miller is foreman of the R. M. Division trolley crew for some time past.

Brakeman C. E. Enniss is a patient in the local hospital. We hope he is soon out again.

A. E. Barnes, Fireman August Kunze, and a party of friends from Chicago accompanied by Mr. Barnes' son, made a ten-day hunting trip up the Gallatin Canyon the past month. Everyone was delighted with the trip but did not have such wonderful luck as they would have had under different weather conditions. There are times when one wishes the sky would cloud over, and the sun go under and just a little snow fall, and the temperature drop, and one of those times is when you are after deer, elk or bear—but better luck next time. A party just returned this week from the same locality and brought home the bacon, in other words, three big deer, but the snow is awful deep and it was below zero, but when they go next time probably it will storm every minute.

Dr. Dimon, of the Three Forks Milwaukee Association Hospital, has gone to Polson, in this state, to make his home. Dr. Dimon has been with the hospital for the past twelve or thirteen years and was well known throughout this part of the state. We wish him the best of success in his new home. Dr. Kohelor, who was a partner of Dr. Dimons here, has taken his place in the local hospital.

Conductor Wright has been assigned to the G. V. Local and Conductor Kittle is back again on the R. M. Division trolley crew car.

Fireman Otto Heimes and Fireman Homer Chollar have been assigned to passenger runs on the Northern Montana Division.

Fireman Fink has returned from South Dakota where he has been the past six weeks counting his sheep. He got them all counted, killed a few coyotes and came back for the winter. He was going to have a rug made of one of the coyotes' skins, but the man who was to make the rug said it was too full of holes, and it wouldn't be worth making up. Now Bill doesn't know what to think. He claims he only shot once, and either he is mistaken or the coyote was going round and round that pasture so fast that one shot made nine or ten holes. We don't know what to think ourselves, of course, knowing Bill, we feel sure he only shot once, if he said so.

Mrs. Voss, wife of Boardman Voss, has returned from a visit with her son at Miles City.

I don't care what anybody says, my dog is just as smart as Conductor Kilpatrick's dog. Why, they are brothers, and six months old, and one is just as homely as the other is. Just because Conductor Kilpatrick's dog comes over to visit my dog and goes home without anybody coming after him, and my dog goes over to see him and they have to bring him back at the end of a big log chain . . . can you beat it, the reason why they have to carry him home is because his legs are so short they can't get over the big rocks in Mayor Workman's main street, I think. Anyway, he is a smart dog, the neighbors will tell you that. He never does the same thing twice, unless it's a cat or chickens he see. Are all Scotch terriers alike? Ask Mrs. Kilpatrick.

Des Moines Division Items

Frenchy

CONDUCTOR W. W. KELLEY went pheasant hunting the latter part of October, near Yankton, S. D., and was very successful, bagging eighteen pheasants.

Conductor C. H. Meyers was called to Waterloo by the death of his mother, which occurred on November 8. Mrs. Meyers was 92 years of age. We wish to extend our sympathy to Mr. Meyers in his great loss.

Miss Ruth Berman, who has been with the Rock Island for some time, has recently been transferred to Trenton, Mo. We understand she likes it very much there.

Dispatcher M. C. Corbett took a vacation during November.

A. D. Kemp, section foreman, Clive, is on the sick list and is being relieved by E. L. Gardner.

Mrs. G. A. Williams visited in Fort Dodge during November.

James Anderson, retired section foreman, passed away on November 12 at his home in Cooper. Mr. Anderson had been in the employ of the road for many years. Funeral services were held November 13 at the church in Cooper at 2:30 p. m.

Mr. W. L. Ennis, manager, Refrigerator Service and Claim Prevention, was in Des Moines on November 11; also Mr. Goss of the American Railway Association, to conduct a meeting on maximum car loading.

Miss Jean McGinnis was called to Dubuque on October 30 by the death of her uncle, Mr. J. G. Kane, who passed away on October 28 in Minneapolis. Funeral was held at Dubuque on October 31. Mr. Kane was a veteran railroad man, having worked for the C. G. W. about 25 years and for the M. & St. L. about 10 years as superintendent of bridges and building.

L. L. McGovern is enjoying a visit from his mother, Mrs. Susan McGovern of Dubuque.

Mr. C. H. Embick and family are vacationing at Clinton and other points.

Mr. Lyle Luther, popular train baggageman, on October 29 took unto himself some excess baggage in the form of a wife, Miss Venus Bernice Kettle, formerly of Marathon but for the past seven years a resident of Clarion, Iowa. The wedding took place at the Little Brown Church near Nashua, the ceremony being performed by the Rev. Wm. Kent in the presence of Mr. and Mrs. Harry Kischer of Akbert City, cousins of the bride. The bride is the only daughter of Mr. and Mrs. Walter Thomas, formerly of Marathon, and grew to womanhood in Marathon. For several years she was employed in the office of the Mara-

thon Republic, where she learned to operate the linotype machine. After leaving the public she held positions at Estherville and Clarion. It is expected that Lyle will handle a large amount of baggage without much effort, now that he has a happy home and a bride to welcome him at the end of the day's work. (E. H. reports the groom was attired in the conventional blue for the occasion, and was wondering if this was why his uniform appeared so clean of late.)

From the Cross Roads of the World

Roberta Bair

ON the evening of October 27, 39 officers and supervisors of the Terre Haute Division held a banquet at the Terre Haute House in honor of Mr. L. F. Donald, superintendent, who was transferred from this division November 1.

A fine program of music was enjoyed during the repast, and Mr. Bert Beasley, company solicitor from Indianapolis, Indiana, acted as toastmaster. Responses were given by Mr. W. G. Bowen, assistant superintendent, Mr. G. E. Passage, master mechanic, Mr. P. M. Fagan, division freight and passenger agent, Mr. E. H. Pfafflin, division engineer, Mr. J. H. McDonall, train master and Mr. J. L. Tompson, safety inspector. Mr. H. A. Smith, our chief train dispatcher, was silent, as usual.

As a climax of the evening Mr. Donald was presented with a walrus traveling bag as a token of esteem from his co-workers.

Mr. J. H. Valentine, our incoming superintendent, came to our division November 1. We welcome Mr. Valentine, and hope his

stay with us will see the Terre Haute Division bigger and better than ever in every way.

Mr. Walter Wesley Bates, traveling engineer, otherwise known as "Bubbles," spent several days in the country hunting quail. We understand he was quite successful.

Iowa's comment on an item from the banks of the Wabash shows they appreciate high-class literature. No doubt, they read Shakespeare, too. We like to hear from you all much often. We shall send you a nice box of grape fruit and oranges, which are just getting ripe down here.

Store Department Chargeouts

With the coming of wintry blasts, Donald can remove the fly swatter from the back seat of his Chevrolet. Might we suggest screen doors on your car for next summer, Don? Thus saving the swatter.

Pat looks too darling in that new suit of his. Wait 'till he dons his soft fur collar—Ain't nature grand?

Wonder what Aaron ever did with the umbrella he always carried in the chariot?

Our Goody has been asked to favor the Milwaukee readers with a little message, and please stand by. Here it is:

"Huh?"

"Why?"

Joey, the halfback on our bowling team, has resigned. Howard, who plays forward, is still going over big. We need a fast third baseman and a caddy. Then watch our smoke! For particulars see New York Times.

Buck Hedrick says: "Woo, Woo."

Jack Dyson adds: "Honk, Honk."

Freddie Hollis chimes: "Yingle, Yingle."

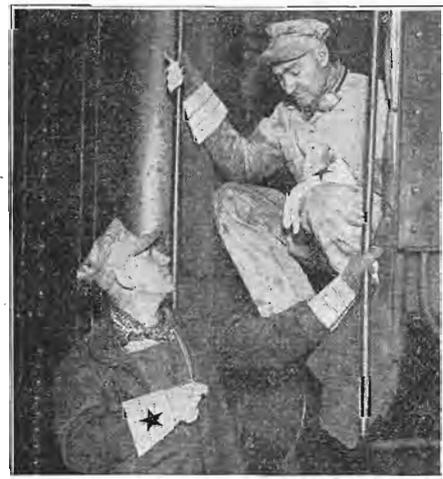


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While Pattie says: "I won't breathe it to a soul!"

AMONG MY SOUVENIRS

There's nothing left for me
Of the car that used to be,
I sit in misery,
Among my souvenirs.

Some tires and spokes—a few
A nut and bolt or two
I see a fender, too,
Among my souvenirs.

A piece of windshield there
Some cushions shedding hair
And in my pants a tear,
To bring me desolation.

Resolved that never again
I'll try to beat a train
Ouch! There's another pain,
Among my souvenirs.

Black Diamonds from West Clinton

A Merry Christmas and a Happy New Year to all—so says the garlic gang from West Clinton.

Emerson Hopewell, of Danville, paid us a brief visit last month.

Billy Tabor, it seems, has gone in for diamonds. His girl said, "Give me a ring sometime, Bill," and in his excitement he turned over that new \$225 sparkler. Oh, well, we believe he will get it back.

It is reported that engineer O. M. Kuhns, on a hunting trip November 11, walked nearly 30 miles without any luck.

Engineer Grover Sullivan has been seriously ill for the past several days, and we wish him a speedy recovery.

Someone whispered, "Is that a policeman in the yard master's chair?" Oh, no, that is the yard master himself, with his new winter cap and vest on.

We note some new faces on the west side at this writing, namely, O. S. Hadden and Edgar Eaton. Mr. Pickhart still holds his old post on this fast crew.

M. F. Ernhart and C. D. Armstrong, of the two "Red Ball" trains, south from West Clinton, say that they are now handling larger trains than ever before known on this division, and many of these cars are expedite freight, too.

We'll wager there won't be a rabbit or quail left after such sharpshooters as the following get done hunting this fall: Peck Wallace, M. L. Hewitt, Guy Kelley, Carl Ditto, Clint

Nash, Charles Lindsay, O. S. Hadden, Slim Reynolds, Cassel Kuhns, George Bain, Andy Hart, Wilbur Tindall, Bob Stewart, Jim Leckner, George Holloway, O. M. Kuhns, W. C. Glass, Ben Douglas, T. Crist and others.

Some time ago we introduced Jack Parker, the coming lightweight boxer from St. Bernice, to the magazine. Well, Jack was in Chicago on November 3rd and 4th, and on the latter date won his first knockout. The Illinois Athletic Club awarded him a large gold trophy cup as the most popular boxer to appear before that club. This good looking youngster is the son of Conductor L. W. Parker.

Dubuque Shops Jingles

"Oosie"

TO the families of Frank Healy, Otto Wellman and Henry Beckius, Dubuque Shops, we extend sympathy. These three veterans answered the "Final Call" recently.

Mrs. W. M. Thurber, first president of Dubuque Chapter, Milwaukee Women's Club, passed away at her home in Savanna on October 20. Our sympathy goes out to her family for—

Like a rose with fragrance rare,
Her presence is remembered—everywhere.

Mr. Ted Meyers, one of our faithful Dubuque Shops employes, who passed the 55 year mark with the Company, has joined the ranks of the Milwaukee pensioners.

Dear Santa Claus:

Once again we make our plea, (you know what to save for me). Our wishes and wants are many this year, don't think us "swiftish," please, Santa dear. Bring us the items listed below, and watch us our appreciation show. Big Bill Paisly wants an Austin car; one to carry him near and far; with instruction book marked just how to twine—his legs and arms the wheel behind.

Frank Schneider must have without delay, a Model T Ford Shift, 'cause, Santa, say,—Frank has a new Oldsmobile rig and the dog-gone shift is way too big.

And to Johnson Dillworth (you've known him for years), f'other day a workman found him in tears. He was trying to bore some square holes through, and the bit he was using just wouldn't do. Bring him a tool that will do that work—and the job before him he'll never shirk.

Napoleon, Columbus and Washington were wise old birds in their day, but there's only two boys in this day and age to whom Case Ball says "Hooray." They are no other than Amos and Andy—drop 'em in Dubuque some day, and Santa, I'm telling you truthful, Case will call it a holiday.

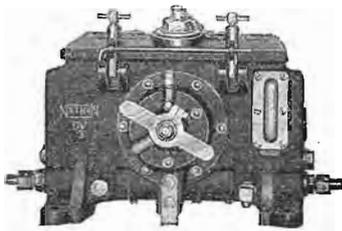
Bring Fay Eastman a great Northern Ostrich—he's hunted them far and wide, but up to the day of this writing they keep away from his side. Also a gun to shoot pheasants, the one he has now is N. G.—his aim, of course, was just perfect, but he got the bark from a tree.

Send an autographed pose of Hack Wilson to Jack Lyons (his double), please do. Jack's thinking of giving up cutting bolts. I would if I were Jack, wouldn't you?

And Santa, our gang at Savanna, the accountants and clerks, you know, that recently were transferred there, give them a very good show.

Santa, when you go to Milwaukee and down the chimney climb, take from the shelf of a foreman a nice new shining dime. Bring it down my chimney to cover some bittersweet red that a certain (ex-Dubuque foreman) annexed his last visit—nuff sed! (L. E. H. You should have known better than to try to slip that over on your Aunt Lucille.)

NATHAN



MECHANICAL LUBRICATOR

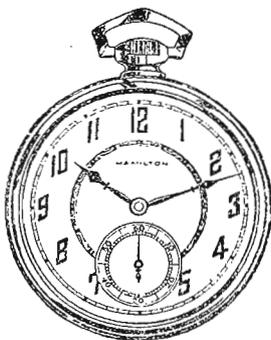
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Thank you, Santa Claus darling, for the gift you brought last week to Brother Jas. J. Lonergan, those nice new shining teeth. (They have the gum drops beat a mile. Once more we enjoy that pretty smile.)

To my brother and sister Scotchmen take greetings, just galore. And charge them up to my account (now won't that be a chore!) Amen!

Splinters from the Wooden Shoe

"Browning"

DUE TO the illness of our correspondent, Miss Catherine Browning, we have not had any news in the magazine for the past two months, and have decided until her return to the office, it will be up to the rest of us to furnish the news items. In the first place, we are pleased to report that she is getting along nicely, and expects to return to work soon.

One of the important events that took place recently is that our Superintendent, Mr. J. H. Valentine, has been transferred to the Terre Haute Division, with headquarters at Terre Haute, Ind. This transfer took effect November 1, and a farewell party was held in his honor at the club rooms of the Women's Club, which was attended by about 85 employes, and Mr. and Mrs. Valentine were presented with a gift. Mr. Valentine came to this division January 1, 1928, and during the period of his superintendency of this division a number of improvements have been made, namely, the faster freight and passenger train service between Green Bay and Chicago, also the construction of the new automobile dock and storage warehouse at Green Bay.

Mr. E. A. Meyer, formerly superintendent of the Dubuque Division, with headquarters at Dubuque, Ia., has been appointed superintendent of the Superior Division, effective November 1.

Effective Sunday, November 9, a new time card went into effect. Train No. 46 replaces former Train No. 38, leaves Green Bay at 12:30 p.m. so as to make through connection with Train No. 46 at Milwaukee, arriving at that city at 3:50 p.m. and arriving at Chicago at 5:45 p.m. This gives the travelling public a very fast schedule for movement between Green Bay and Chicago, and is something for which they have been asking for some time. The departure of Train No. 3 both from Chicago and Milwaukee has been set back one hour, now leaving Milwaukee at 12:15 a.m. and arriving at Green Bay at 3:45 a.m. This allows one more hour to be spent at the cities.

The Packer's Football Special between Green Bay and Chicago, November 9, was well patronized, a very large crowd going to Chicago to see the Packer-Bear game. One of the important events of the trip was the fast time of the train returning to Green Bay. The Special left Chicago at 7:30 p.m. and arrived at Green Bay at 11:58 p.m., making the run in four hours and 28 minutes, which was about the fastest trip between those two cities.

The Milwaukee Road also had the honor of carrying the undefeated Packer Football Team to and from Chicago, returning on the fast Special Train. They will also carry the Lumber Jack Band, which accompanies the football team to Chicago again Sunday, November 16, for the game between the Packers and the Cardinals, and will again carry the Packer team from Green Bay to Chicago on November 20, at which time they start on their eastern tour.

George Berghauser is again in our midst, having returned to this division due to the discontinuance of the District Office at Dubuque, Iowa, account consolidating this division with the Illinois Division, with headquarters at Savannah, Illinois.

We wish to extend our heartfelt sympathy to both Catherine and Magdalene Browning account of the recent death of their grandmother, with whom the girls made their home.

There is a rumor of a coming marriage around the office. We wonder why Clara will not let us in as to the date the important event is to take place.

Tacoma Shop Notes

"Andy"

FRED HERZOG, special apprentice, seems to be some hunter, having recently bagged a four point deer on Hoods Canal. This was about the largest deer taken out of that territory, weighing 170 lbs. dressed. Fred has taken the head to a taxidermist for mounting.

It might be a little late to mention baseball pools, but understand that Marshall LaVere split one with J. Dorsey, and Carl Johnson also got in on some.

We recently mentioned the names of two gentlemen in the Car Department, who were very active in visiting the sick, and we overlooked to mention that John Ulch is also very busy along this line—good work, John.

While excavating a basement under his home, Gus Hagen uncovered what appeared to be the remains of some ancient dinosaur, at least that is Gus's story, and he'll stick to it. Of course, this is rather hard to believe, as dinosaurs are somewhat scarce these days—maybe he saw an old piece of sewer pipe or dinosaur.

Russell Wilson recently returned from a vacation trip in Southern California. We did not hear whether or not the Missus was with him, but we could not feature that she would permit him to wander around Hollywood and Tia Juana without some protection. They report having a very interesting trip, and while on boat they attended a school—no, I mean they run into a school of flying fish—quite modern out here, even the fish are taking up aviation.

Andy Nicholson, electrician at the shops, is a man who has had a great deal of experience in first aid work with teams, and he is now endeavoring to drum up interest along this line at Tacoma, having already organized a team. In next month's issue of this magazine he will submit a write-up along first aid work that should be very interesting.

Matt Cline took a notion to change his address, and is now living to where he has moved—he moved from the exclusive south end to the exclusive west end; don't know why, guess the rent was due.

E. Van Kueren, roundhouse machinist, is jazzing around in a new Essex car—there is class to both him and the car.

Mr. and Mrs. Carl Thalacker went to Portland for a visit.

Cy Cummings, machinist helper in the roundhouse for a good many years, passed away recently. Our sincere sympathies are extended to those left to mourn his loss.

Elmer Swalley, our mail disturber, has gone in for a new line; guess it, a hair line—as he is growing another whisker on the edge of his loud speaker. Looks cute, too. He says the girls are all tickled over it. Just now it's about the size of a toothbrush that had run its mileage—we have suggested that he let it grow into a sort of a waterfall design, that will give him something to spit through, strain his voice and whistle fine tunes.

We have the dope that Steamfitter Al Farland has built a house, that embodies the very latest thing in modern architecture, and lack of space will not permit us to go into details, but understand that it is for sale at pay-'n-take it price—see him.

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George, the Lava Soap Man

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"MADE A NEW PERSON OF ME"

Conductor on Railroad Relieved of Severe Case of Hemorrhoids (Piles)

Railroad men and members of their families who are afflicted with Hemorrhoids (Piles) or other rectal trouble cannot help but be impressed by the following letter written to the McCleary Clinic, 2651 Elms Boulevard, Excelsior Springs, Mo., by Claude Hungerford, 1212 Eleventh Ave., S., Fort Dodge, Iowa:

"Dear Dr. McCleary:

"I want you to know how very grateful I am to you and your entire staff of physicians. Only those who are afflicted as I was will ever know how terribly I suffered before coming to you for treatment. I went to work on my run on Monday following my return home and since that time I have worked every day and am experiencing the best of health.

"Your treatments made a new person of me and I am going to take care of myself. Your treatments were less painful than the suffering I went through in the past. I will gladly recommend your institution to my railroad friends, and I assure you I appreciate the very kind way in which I was treated by you."

If you or any member of your family are afflicted with any form of rectal trouble, write The McCleary Clinic, 2651 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book. The McCleary reference list of former patients contains more than 20,000 names.—Adv.

We have just had a word from our old friend Jim Stevenson, and he says that he is up in the woods, where men are men and there are no wimmin.

Looie Seaman, that handsome red-headed stenographer in the Store Department; also Ace bowler, that is, Ace of spades. Looie sure adds a lot of color to the Store Department team, and when he does his hop and skip dance to the tune of "O for a strike" we all hold our breath, unless it's too strong. Well, anyway, he is now trying to grow a crop of tar on his upper lip—soup season is here. He had one before, one of those O'Cedar Mop types, but now he is planning on a bicycle handle bar design and hook the ends around his ears.

Just got a flash that Chester Delin has been out bear hunting, that is, he chased the bear until the bear changed his mind and started chasing him—well, you know, Chet played baseball last summer on the Milwaukee team, and had some experience in base running, that sure stood him in good hand at the time, and he stumbled over a half dozen rabbits during his wild dash for liberty.

Kansas City Terminals

S. M. C.

TOO bad that winter is approaching and Bill Lindsey will soon have to give up playing golf. Yes, indeed, Bill has developed into quite a golf fan. Well, the Radio will now have a show.

Page Thirty-four

Some time ago there was quite a lot of excitement at Coburg. Several employes had missed tires, etc. and one car had been stolen, so when it was reported that a man was breaking the lock off a garage door, everyone who could, turned out for the man hunt. To Mr. Walton Madison goes the credit for the capture. When everyone else had about given up, Madison discovered the man hiding in a garage. The fellow broke out, giving Walt a black eye in passing, but was captured shortly after. However, not until after a policeman had fired several times at him.

Mrs. Larson, wife of Agent Larson, is reported to be improving from a recent illness. Here's wishing you a speedy and complete recovery, Mrs. Larson.

It's a good thing there are no squirrels around Coburg, otherwise it might not be safe for one of our Yard Clerks. Red Fehler ventured into the woods the other day and now has a bandaged finger, says a squirrel bit him.

Red also has a new technique in hunting. First select a posted farm; do not shoot to kill the game, but merely to stun it; then chase after it, using your gun as a club until the gun is broken. You continue the chase unarmed until the game is finally caught, then hand it over to the farmer on who's place you were hunting.

Since Tigerman has replaced the tire recently stolen, his car no longer is parked outside.

Vacation time is about at an end. Everyone who has been away reports a fine time, those now away send back glowing accounts of the fine time they are having, and the few who are still to go are busy planning their trips.

If Mr. Dignan, general yardmaster, has as much luck duck hunting as he thinks he will have, everyone around here will enjoy a duck dinner. Here's hoping that his aim and generosity hold out until those in Mr. Anderson's office are supplied anyway.

River Division News

M. M.

BY the time the Magazine reaches the readers another Thanksgiving will have passed. Several hundred less turkeys will be in existence. Hope that all had a pleasant Thanksgiving.

All work trains have been released and the hauling of gravel is over for the season. Mr. E. J. Slane, the contractor, has removed all machinery from the gravel pit at Wabasha, after having put in a very busy season. The River Division is in excellent condition and Roadmaster C. Carlson has been very busy with the extra-crews.

Mr. W. A. Loomis, who has been a conductor on the Chippewa Valley Division for many years past, but who is now retired, spent a short time at Wabash to keep in touch with the territory, people, etc. Mr. F. Koch, engineer on the C. V. Division, was escorting Mr. Loomis about, and without any doubt the gentleman had an enjoyable trip. Come again soon.

Superintendent Mr. M. T. Skewes conducted a Safety First meeting at Hastings November 14. The meeting was well attended and from suggestions offered and resolutions made the meeting was very profitable. It is these timely suggestions that have a far-reaching effect and from which much benefit is derived.

The article that appeared in the November issue of the Magazine, "Railroad Situation that Demands Frankness," is a most interesting subject to all employes. It is well to educate oneself on the situation and the article surely voices the sentiments of all true employes.

The people of Wabasha and other points on the Division had the opportunity of seeing the picture, "Danger Lights." It is a very good picture and of particular interest to Milwaukee employes. Many of the scenes were familiar to those who traveled in the places where the picture was filmed.

The news of the death of Mr. Davey was received with regret. Engineer Davey had made several trips on the Wabasha Division and had many friends who regret his departure. Sympathy is extended to the family.

Mr. J. Jacobs, assistant to Mr. Marshall of Milwaukee, arrived at Wabasha with a crew of men to start the work of electrifying the Roundhouse. The work is progressing rapidly and soon everyone will be enjoying the electrically-operated machinery.

Mr. V. Chesilik, express man at Wabasha, has been laid up for the past three weeks with an attack of rheumatism. We wish Mr. Chesilik a speedy recovery.

Sympathy is extended to Mr. Christ Reister in the death of his brother, John Reister, which occurred last week.

Now that golf activities are over for the season, Lineman W. W. Dinnels is dragging home all the game that any hunter could possibly secure. Mr. Dinnels is a great lover of outdoor life.

Mr. H. D. Witte, operator at Wabasha, was called to Minneapolis very suddenly on account of the serious illness of his aged father, who passed away a few days later at his home. Mr. Wm. Witte, Sr., had been a resident of Wabasha for many years, having been in the mercantile business at Read's Landing. He was a man of unusual activity at his age, his mind was always clear, and he took great interest in all topics of the day. The employes extend sympathy to Mr. H. D. Witte and family.

Milwaukee Division, First District

C. F. A.

EFFECTIVE November 1, the C. & M. Division was consolidated with the R. & S. W. and Northern Divisions, and will henceforth be known as the 1st District of the Milwaukee Division. Mr. N. A. Ryan is the first superintendent of the newly created division. He was superintendent of the C. & M. Division from April 1, 1927 until June 1, 1929, when he was placed in charge of the Milwaukee Terminals. The old R. & S. W. becomes the 2nd District, and the Northern Division will be known as the 3rd District of the Milwaukee Division.

The 1st District of the Milwaukee Division was built from Chicago to Milwaukee in 1871 and 1872, known under the construction name of Chicago, Milwaukee and St. Paul Railway of Illinois, from Western Avenue to the state line north of Russell; and as the Wisconsin Union R. R. from the state line to Milwaukee. The line from Rondout to Libertyville was built in 1881, and also known as the Chicago, Milwaukee and St. Paul Railway of Illinois. What is now known as the Janesville line was built from Libertyville to Janesville in 1900; the portion from Libertyville to the state line west of Armsby was called the Cook, Lake and McHenry Counties Railway, and from the state line to Janesville was known as the Janesville and Southeastern Railway. After construction in 1872, the division was called the Chicago Division, but after the line was built west from Pacific Junction to Savanna, there was some confusion in names, resulting in the name being changed to the Chicago and Milwaukee Division in the early eighties, con-

tinuing under that name until the consolidation of November 1.

The baggage room of the depot at Ingleside was broken into on the night of October 13, and several packages of freight were damaged by the burglars. An unsuccessful attempt was made to break into the waiting room and agent's office also.

Major N. A. Ryan and Captain C. F. Allen attended the semi-annual meeting of the officers of the railway battalions of engineers having headquarters in Chicago, held in the conference room of the Union Depot, Chicago, October 13. Major General Parker, in command of the 6th Corps Area, and several general officers of railroads with headquarters in Chicago, addressed the meeting.

A new Ford sedan ran into the side of the 21st car of train 65 at 2:00 a.m. October 24, while standing at Wadsworth, taking water. The gas-tank of the car was broken open and gasoline set it afire, burning to death two occupants.

Conductor Carl Tranter, Janesville Line way-freight, spent several days hunting pheasants in north-western Iowa. He reports that the trip was very successful.

Roadmaster Kelsey has re-arranged the leads at the east end of the south yard at Rondout, doing the work with his section forces. This will enable crews to do a considerable portion of their work at that end of the yard.

Second Trick Operator A. E. Porter, of Hebron Tower, spent the latter part of October visiting with relatives in North Carolina. Mrs. Porter accompanied him on the trip.

Roadmaster Kelsey and family drove to Dubuque and McGregor, for a short visit with relatives and friends.

Assistant Signal Maintainer Hady, of Rondout, relieved the maintainer at North Milwaukee for two weeks, while on vacation.

The wife of Passenger Conductor Jack Dallee passed away at 3:00 a.m. October 31, and was buried in the family lot at Janesville, Wisconsin.

An automobile ran into the side of the engine of train 11 as it passed through Fox Lake on the night of November 1, doing some damage to the engine, and wrecking the auto.

The Lake County Highway Engineers have done considerable grading on Wilson Road, which crosses the Janesville Line, one mile east of Ingleside. The road is to be paved in 1931.

Operator R. A. Helton has been assigned to the second trick at Sturtevant, permanent.

Signal Department Foreman Long's crew has installed Griswald crossing signals at the Milwaukee Avenue crossing at Libertyville. This will give much better protection at the crossing, where traffic is very heavy, especially during the season of the year when Chicago people drive out to the lakes.

The remote control of switches at the R. & S. W. connection and the cross-overs at the west end of Sturtevant yard, was placed in operation October 15.

Section Foreman Sie Shadowens has been assigned to the position of foreman at West Lake Forest, in the place of Donato Drano, who has left the service.

One of the welding crews from Chicago has overhauled the Soo Line crossing, one mile west of Grays Lake. After finishing the repairs at that point the outfit was moved to Milwaukee Terminals.

Mr. F. W. Brunson, inspector for the Griswald Safety Signal Company of Minneapolis, made an inspection trip of the First District in the latter part of October, inspecting the signals manufactured by that company which are in use between Milwaukee and Edgebrook.

S. C. & D. Notes

M. F. Kasak

FRED BROWN is driving a new Ford! A barber friend was piloting his 1928 Ford on returning from a hunting trip near Aberdeen when it became unmanageable and left the road, tipping over several times and wrecking one side completely. Fred was laid up for a few days account of a good shaking-up, similar to that of cigar counter dice. Mr. Brown has informed everyone that he will do his own driving from now on.

Someone passed out the word that the Guernesey Seed and Nursery Company at Yankton was giving away flapjacks and hot puppies as an advertising stunt. Result: O. A. Anderson, first trick engine foreman, and his right-hand man Clark Overcash, took their families down to verify the rumors and broke an all-time record by laying off a whole day. Ole says they were treated fine.

A number of Martin Songstad's fellow-employees at Sioux Falls have been wondering what is the matter with him lately, account having a high fever and a breaking-out. It developed later on that it was automobile-traditis. Martin had a 1920 Dodge touring car that was becoming sway-backed and had a bad case of heaves, so he traded it in for a 1927 Dodge, less the aforementioned maladies. Now when he is not tossing coal into Bill Bower's F-5 he is squirting gasoline into Martin Songstad's Dodge. Martin wishes to notify all automobile salesmen that his next purchase will be made in 1937.

The air is full of buckshot and pheasant feathers, also hot air, the latter coming from each proud gun owner concerning the superior qualities of his gun over that of his neighbor's. Anyway, a lot of them must have good guns or the noise of them scares the pheasants to death, for the boys are bringing them in.

Mr. E. Q. Hoberg is holding the position of chief timekeeper in the superintendent's office, and from all reports is wearing his laurels well. Helen Flynn is pinch hitting for him on his regular job.

Messrs. Osthoff, Marquardt and O'Brien were camping out in the 5808 a couple of days last month while paying off the extra gang. Girls, here's your chance—A. H. O. surely makes a fine cook and fireman. Leo knows his potatoes in the grocery store as well as in the kettle. They must be good cooks for to date we have had no reports of indigestion.

Mr. Ben H. Bridgeman drew the position as clerk at Akron in place of Mr. S. F. Akers, who is now presiding over the chief carpenter's office.

R. E. Nichols and H. C. Munson paid a flying visit to Soo Falls a few days ago.

The happiest man on the division is Pete Forsberg, roundhouse foreman. Pete moved into his new roundhouse on October 21, and says that he is there to stay. Pete is interested in the suggestions that any group of ladies may have toward beautifying his office and grounds. It is thought that his office should be furnished with overstuffed furniture and oriental rugs. Pete thinks that a lawn properly landscaped with a miniature golf course would take care of the surroundings for the office. Ladies, here's your chance for some real activity in the spring!

Mr. Howard P. Lynch was a successful bidder on the position of clerk at Platte, S. D. John Fisher and his B. & B. crew arrived in Sioux Falls this month to work on the new terminal. Sioux Falls is a regular stopping place for John.

Pete Forsberg is getting thin—we suspect the reason is the great distance he has to walk to deliver a telegram now.

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Tom Cavanaugh has moved into his "doll house." This is quite an event in the Cavanaugh family because they only move about once in ten years or so. Tom seems to have thoroughly enjoyed it.

W. S. Morton, assistant engineer, was in Chicago on a business trip during November. W. S. says that "dear old 'Chi'" looks good to him.

That popular firm of engineers—Skelton and Stenslund—were in Sioux Falls for a few days assisting with the engineering on the new terminal job. Mac McGregor has been up a few times recently but he doesn't stay long enough to hardly make it worth while to come up. Why don't you take a few days off some time and get acquainted?

Mr. and Mrs. G. H. Rowley passed through Sioux City recently en route to Mitchell, S. D. Mr. Rowley is now trainmaster on the Dubuque Division.

Burton O. Johnson, resident engineer on construction at Moberly, Mo., was at Sioux City October 13, on company business. We are always glad to see Burt when he comes to our fair city.

Our friend H. B. Christianson, division engineer at Marion, Ia., paid us a few hours' visit at Sioux City, October 3. Chris, as we called him, always carries the same old smile wherever he goes.

Earl Piatt and Ray Boulton were in Sioux Falls October 29 with the big hook to fish out the old turntable at the old round house, and do some miscellaneous heavy lifting and hand shaking. Been quite a while since we have seen you fellows, and hope that now that you have made the trip you will come oftener.

Speaking of family interest in the Milwaukee—A certain engineer at Sioux City had some

difficulty in getting out of town recently, due to a balky generator. He diagnosed the trouble and decided that a small piece of sandpaper would remedy the ailment, so he sent his brakeman to a nearby filling station in quest of it. When the brakeman arrived he made known his wants and they were overheard by the daughter of a Milwaukee man who noticed his lantern and decided that he was a railroad man. She inquired if he were a Milwaukee man and he stated that he was. She then told him that she would drive him to her home where she knew that she could get sandpaper, and take him back to his engine. The brakeman did not know that he was receiving the assistance of one of the "Milwaukee Family," but nevertheless it has been proved that this interested little lady knows where dad gets her bread and butter.

Mike Deveney, engine watchman at Wessington Springs, dropped in on us a few days ago for a short visit and to renew old acquaintances. Mike's son George is operating a grocery store on East Third Street, Sioux Falls.

Born to Mr. and Mrs. Kenneth McClaren at Trent, S. D., a daughter, Donna Charline. Mother and baby are reported doing fine. Mac is a brakeman on the Egan Line.

Mike Amen, lamp man at Sioux Falls, has been on the sick list for some time.

Mr. L. R. Lange has returned to the S. C. & D. Division as storekeeper due to consolidation of the Dubuque and Illinois Divisions. Mr. E. F. Grisius has been assigned to other work in Milwaukee.

Mr. O. M. Dahl has been appointed acting chief carpenter, vice Mr. R. E. Nichols.

Chris Kvidahl, pump man, has been in Sioux Falls the past few days getting things into first-class condition for the winter months.

Hot Shots from the West T. M. Division

Helen Kirwan

SUPERINTENDENT H. M. GILLICK has been transferred from the T. M. to the H. & D. Division, with headquarters at Aberdeen. On Thursday, October 30, 1930, at 5:30 p. m. at the Milwaukee club house, sixty-four guests assembled at a banquet given in his honor. W. N. Ross, as toastmaster, called on every guest to respond with a toast to Mr. Gillick. A Milwaukee quartet, composed of Farr, Dodge, Nelson and Krutt, furnished vocal music for the occasion. Felix Wagner entertained at the piano and H. B. Rivers on the banjo. A sumptuous repast was served which included native turkey, stuffed, and all the trimmings. "Gone are the days, those boomer days of old," was sung by the ensemble to the tune of Old Black Joe, dedicated to H. M. G.—arrangement by "Mon Tana Lou" Grill, of the Daily Star.

In presenting a beautiful silver loving cup to Mr. Gillick Mr. Ross said: "On behalf of the employes of the T. M. Division, I deem it a privilege and an honor to express to you in some measure the regard and esteem we hold for you. All are sad with the thought of your leaving us and yet we are happy to know the management of this great railroad has seen fit to select you for promotion. It is fitting recognition of your ability and long years of faithful service. We wish you every success in your new field of endeavor. We shall cherish your memory so long as we are permitted to remain upon this mundane sphere. As a token of our friendship and esteem I present this loving cup; enshrined within it you will find the loving thoughts of every employe of the T. M. Division individually and collectively. Compared with our affection for you, its intrinsic value is small but it is filled to overflowing with a wealth of good wishes for a prince of good fellows. Let me assure you, we say this in no formal manner but from our hearts whose every throb beats in unison with the sentiments we have just expressed."

The cup was engraved with a bit of poetry entitled: "Just a Friend or Two," and: To Superintendent H. M. Gillick and his Gene, from the Employes of the T. M. Division.

Our new superintendent, Mr. G. H. Hills, is not a stranger to the T. M. Division. He was former chief dispatcher at Miles City, 1917 to 1918; chief dispatcher at Moberly, 1921 to 1924, and later was transferred in various capacities to the Idaho and Bellingham Divisions and comes to us from the position of superintendent of the Chicago Division. His many friends on the west end greeted him cordially, welcoming him to the T. M.

John Wandell paid us a visit last week. Certainly seems good to have the old gang members drop in and shake hands all around. Johnnie looks fine.

Joe Wolf, flagman, accidentally fell through the trap door of No. 15 recently when the train was going at the rate of about 50 miles per hour, near Plevna, Montana. He received severe lacerations of the scalp and two broken ribs, as well as numerous bruises on the body. He is out of the hospital now and well on the road to recovery. Narrow escape.

They say: "Heroes are born not made," but we aren't always so sure of that. Shorty Rogers and the scribe have decided a little hush money is due us from a certain party on this division. Just drop a cigarette into a basket of waste—see the bonfire, put it out and start the band playing: "Hail the Conquering Hero Comes." And—that's really all there is to it. Caramels are my favorites.

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If you want to witness a "hair-raising episode"—just casually inquire of one Barney Hubbard how he liked the Custer-Billings football game. And—then hunt a nice easy place to light. It seems that Barney, getting home in the wee hours, left orders to be called in time for the game and the boys forgot it, in the excitement preceding the game—the Billings band and all the accompanying hilarity—and Barney slept peacefully on until about the last quarter of the game. Hastening to the scene of battle he arrived in time to witness a couple of the scrub maneuvers by the second teams. And, if you're looking for a fight—just touch this sore spot with Barney, to whom a football game, especially a tie with Billings, is the one thing that makes life worth living.

The scribe of this column being off duty entertaining the flu for a month, left a lot of things unsaid last month and a lot of this news may be old, but nevertheless you're going to get it.

We didn't say a farewell word to Robert Bennett Chamberlain, nor a greeting to Eddie who returned from Tacoma to displace Bob in the Store Department. Eddie will have to start a sweet shop if he hopes to usurp Bob's place in the ladies' hearts around here—because in the good old summer time we're going to miss those eskimo pies, et cetera, et cetera, that Bob used to bring us. Bob is in the Tacoma Store Department now.

What chance has a man named Gentle Moreland in a land where women admittedly love brutes?

Willard George (Willie) Hauser of Sleepy Eye, Minnesota, has returned to this division as personal stenographer to our new superintendent, Mr. Hill. Willie's friends greeted him cordially indeed, as he is quite a favorite among us.

Bob Humphrey, personal stenographer to Mr. Gillick, accompanied the latter to Aberdeen. Bob leaves to mourn his departure—well, every lady that met him. That's right, Bob, but maybe this kind of publicity isn't so good. Don't forget to stop and see us occasionally.

Don't find fault with the Safety Slogans, if you don't like 'em—write some better ones.

Most of the married men around here get very religious when their wives are gone—they sacrifice a lot—they even have burnt offerings every morning—on the toast plate.

James Brady, station helper at Scranton, will take up his new duties as bill clerk at Roundup shortly.

Phil Leahy, roundhouse foreman at Lewistown, and Mrs. Leahy spent some time here while Phil was under observation at the local clinic for medical treatment.

A sad accident occurred at Hettinger this week when the eldest son of Jack Holt, coal dock laborer, received a gunshot through the arm and died as a result of it. Our sympathy is extended to the bereaved parents.

Arnold Running was confined to the Miles City Hospital for a couple of weeks under observation of physicians—and—er—nurses. He wouldn't have minded the rest so much, but while there missed seeing "Danger Lights," the motion picture in which we were all so much interested. (I can sympathize with him because I think we were the only railroaders in Miles City who missed it.)

"Let's Have a Clear Safety Record to be Thankful for This Month"

Remarked to Martin Walsh, roundhouse foreman, at the lunch room—

"Well, Martin, what are you doing, taking on a little more fat?"

"No," replied Martin, "just holding my own."

Fullerton Avenue Building

A. M. D.

THE Annual Party of the Women's Club is of such importance that we will include an announcement of it in these notes, regardless of the fact that the magazine might be issued after the affair. It will be held December 5, with dancing in the main club room and cards and bunco in the men's club room and lunch room.

Remember, the proceeds of this party will be used to supply Christmas Baskets and other articles of need for unfortunate C. M. St. P. & P. employes. Come and enjoy yourself!

The Weinsteins, Maurie and Sammy, of the Ticket Auditor's Office, have been holding out on us. We have just discovered that Sammy was married on September 6, and Maurie on September 14. Sammy, you sure are a glutton for punishment.

Diana Paupitch, who for the past six years was an employe of the Car Accountant's Office, left the service about the first of November, after announcing her coming marriage in California on November 23. "C" Bureau, where she was last employed, was generous enough to present Diana with a set of fine Italian Cut Table Linen on November 6, and we feel sure she will always remember them, at least when her table is laid with this linen.

Nettie Johnson, of the Ticket Auditor's Office, passed away October 25, 1930. Miss Johnson entered the service as a clerk in April, 1911. On April 30, 1929, she was thrown from the front platform of a street car and sustained a broken hip. Miss Johnson will always be remembered by her fellow employes as a cheerful and good-hearted woman.

H. A. Gerdes of the Freight Claims Office is the proud possessor of a parrot. You'll have to be careful of your language now, Gerdes.

M. G. Skacel of the Auditor's Office, Seattle, paid us a short visit on company business. Hurry back, Scotty, we are always glad to see you.

Mr. J. Welch, assistant secretary—assistant treasurer, located in New York, visited the building during the first week of November.

A great deal of dissatisfaction existed in the ranks of the World War Veterans in the Ticket Auditor's Office, because they only received publicity to the extent of one sentence each in last month's magazine, while Hervey Chessman was the subject of an entire paragraph just because he was married. The ill-feeling was soon dispelled, however, when Herbie Gumz explained that Chessman is now in a bigger war.

The hunters of the Freight Claims Office have been out after game with rather indifferent success. B. Enthrof and H. Bennet went out after pheasants and returned with a rabbit. Miss A. B. Clark was out for two days without any apparent results.

It is rumored that H. Simon of the Ticket Auditor's Office, is on the verge of a matrimonial venture. How about it, Harry?

The Typing Bureau can boast of two philanthropists, being none other than Josephine Teevin and Kitty McCants. Last Saturday afternoon, they generously took a huge package containing numerous garments for the children and incidentally stopped off at Goldblatt's and purchased a bologna sausage, doughnuts and candy. We're not saying how much of the latter was left when they arrived at their destination. However, the fact still remains that they have been taking care of a family in need for the past month.

Miss Hayes and Miss Sundin gave a bridge and luncheon at the Edgewater Beach Hotel on October 18, in honor of Mrs. Shargel, who celebrated her nineteenth birthday. (Maybe the mileage was a bit more—we don't know).

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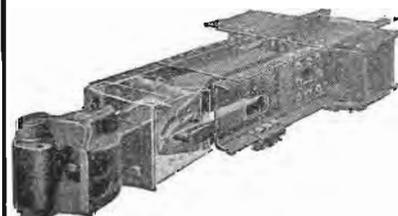
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TACOMA, WASHINGTON

Twelve of Mrs. Shargel's most intimate friends attended, and a very pleasant time was had by all, for one buck a copy. What—no beer?

On Wednesday, October 22, 1930, a few pals of E. C. Heimerle of the Freight Auditor's Office, attended a surprise party in his honor. The gifts received from his friends were many. However, E. C. H. is still wondering WHO donated the spitzzen used for decorating his beautiful birthday card.

The girls of the Statistical Bureau, Freight Auditor's Office, had a "Kid's" party in the Women's Club Rooms, November 11. A chop suey dinner was served by the caterers of our new lunch room on a splendidly arranged table. The girls properly arrayed for the party included two sets of twins—the brunette twins, Helen and Sayde, were dressed in Alice blue gowns, and the blonde twins, Evelyn and Nettie, were dressed in red and white checked rompers. Songs were sung and, in keeping with the type of party, kid games were played. Dolls and rattles were awarded as prizes.

Ask Edna what she won. Specialty performances were given by Lois Leinss and Olga Reichnauer.

To end a very successful evening, a letter was drafted by the "kiddies" to Miss Margaret Rose, who is now on leave of absence and has been in the hospital for a week, wishing her a speedy recovery.

S. M. East

V. J. W.

SYMPATHY is extended to the bereaved family of I. & M. Division Engineer M. G. Davy, whose death occurred at St. Mary's Hospital, Minneapolis, November 10. Mr. Davy had only recently undergone an operation from which he did not rally. Funeral services were held in Austin November 12.

We also extend sympathy to the bereaved family of I. & M. Division Pump Repairer N. J. Meyer, who was killed in an auto accident on highway No. 1, near Owatonna, the morning of November 3. Funeral services were conducted in Minneapolis.

S. M. Conductor C. M. Hubbard, now county auditor of Mower County, and Mrs. Hubbard left Monday, November 10, for Long Beach, California, to be with her son Franklin, who was seriously injured in a motorcycle ac-

cident. Franklin had been granted shore leave from the cruiser "West Virginia," and with a fellow sailor was returning to San Diego from Los Angeles when their motorcycle collided with a large truck. Reports from the Seaside Hospital, where he was rushed, describe his condition as critical.

Clerk Richard (Runt) Hogan is back to work after a two-weeks' illness. On Saturday, October 25, he accompanied his parents on a motor trip to Cresco, Ia. He was taken very ill and rushed to the hospital at that point, where he was confined for ten days.

Ross Danley, operator at Winnebago, has been appointed agent at Granada.

Due to consolidation in the Mechanical Department, Traveling Engineer Roy Austin has been transferred, and left November 1 for his new home in Elgin, Ill. Best wishes of the S. M. employes go with him.

Leo "Mud" Burdette of the Austin freight house force suffered a painful accident when his car was wrecked in an auto collision west of Austin, Sunday, October 26. "Mud" reports that the car is about ready again. We understand he is using the same engine and license plates.

R. J. Johnson, relief clerk at Rushford, has been assigned to the clerk job at Pipestone, made vacant by Clerk Vernon Blanchfield taking the assignment left by Curtis McCoy, who returned to Austin as yard clerk.

We understand Operator L. V. Olson has sold his home in Ramsey and disposed of his flock of highly advertised leghorns—also the cow. We are curious to know just how Ole listed that cow for sale, as it is the only one we know of that would stand to be milked at midnight.

Engineer and Mrs. Leon Comeau celebrated their silver wedding anniversary at their home in Austin November 7.

With the pheasant season open for 18 days the past month, it is only natural that one would hear many tales of real shooting. The office sage opines that if half the stories of birds shot down and not recovered were true it should be good hunting to just walk around the fields and pick up the cripples. The closest we heard of this theory being put into practice was the report that Fireman Maynard ("Fat") Pratt was rowing his boat up and

down the Cedar River harvesting ducks. Maybe he shot some, but not the day we were with him.

The first contingent of deer hunters left Austin November 13. The yard will be represented on the front by Switchman W. J. ("Boomer") Camber, the trainmen by Conductor L. S. Ferris; the clerks by Cashier G. B. Williams and the carmen by Al Moore, Paul Citrus and Irwin Johnson. With that layout we should have hides and horns hung all over the place.

The old theory that you can tell a brakeman by his gait, or gaiters, does not always prove out. When the crew on the work train on the East End tied up at Houston recently, the engine crew, Shaller and Campbell in company with Brakeman Jimmy ("Walker") Ness, went up to the hotel to make reservations for the night. After showing Shaller and Campbell to a back room the proprietor stated he was sorry but had only one front room available for the "Supt." or whoever the other gentleman was.

On Sunday, November 9, what was scheduled as a professional football game between Rushford and Lanesboro, at Lanesboro, developed to be a game—Rushford vs. Evenson. Many of the boys journeyed down to the "Metropolis of the Valley" as "Moco" had promised us some action. While we knew he had been a hero of the gridiron back in his high school days it was beyond our fondest expectations to see him run rampant over a field of paid players. The first half ended 0 to 0, due, no doubt, to the fact that "Moco" had been played in the line, but with the opening of the second half the "Ice House Giant" was moved back to fullback and as it has been said, "Look out for chunks." To assure you that we were not the only one impressed with what might be termed a single-handed victory, we will quote in part from the front page of "Levang's Weekly" (Lanesboro), under date of November 13.

". . . Rushford came prepared for victory, having several La Crosse and Winona players in their lineup, but they reckoned without Lanesboro's addition of a caterpillar tractor in the person of Vern Evenson of Austin, a former high school star, who was responsible for the twelve points made by the winners. It was through his line bucking that most of the yardage was gained, and when Lanesboro got within hailing distance of Rushford's goal it meant that Vern would go through that line for a touchdown in spite of all opposition."

A game was to be scheduled between Spring Valley and Lanesboro for Sunday, November 16, but we hear that after the news spread that Lanesboro had acquired the bone-crushing fullback from the Austin ice house, plans for the game were abandoned. (H. J. Rafferty, P. F. I., Moberge, S. D., please note.)

Engineer August Damm says the engines should be furnished with bigger lumps of coal. On the night of November 3 the crew on the Hollandale Line discovered a grass fire which threatened some hay stacks. The train was stopped and Behrens, Massino, Kilgore and Campbell took what shovels were available to fight the fire and left August to keep the 2811 hot with no shovel. August says it took a lot of scratching, but he was ready to whistle off when they got back.

Tragedy entered the home of H. F. Everts, conductor at Mason City, recently when an explosion occurred, which was the result of Mrs. Everts cleaning some clothes with gasoline. The house was practically demolished and Mrs. Everts badly burned. She is not expected to live, but it is the sincere hope of the entire division that she will recover.

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West I. & D. Division

F. D. S.

CONDUCTOR W. STEWART is back on the job again, and is feeling fine and looks good. He says that he feels twenty years younger.

We were sorry to hear of the death of Walt Mayo's mother. She passed away November 12. The funeral was held at Hawkeye, Iowa, November 14. We wish to extend the deepest sympathy of all employes.

Paul Ewert, engine wiper, is away on a week's vacation. He will spend the most of his time in and around Spearfish, S. D., taking in the sights.

Bert Cross, fire builder, is back on the job again. He says that he is feeling fine since he had his operation.

Harold Jacobs, agent at Chancellor, drew the agency at Plankinton. He will take over the duties at Plankinton around the first of December.

Mrs. John Turk is visiting with relatives at Emmetsburg. She will be away for about two weeks.

From all reports Freddie Harter is getting along very nicely. He is also getting very popular with the fair sex. In fact, it keeps him rather busy trying to take care of everything.

The rumor is going around that the P. F. I. at Michell is thinking very deeply on the subject of changing his address from a rooming house to a private home. Could it be possible.

George Elton took a day off and went to Brookings, S. D., to see the football game, and also visit with his son Francis. Relief Operator Powell acted in his place.

Superintendent Ingraham held a meeting at Mitchell, November 13, getting everything lined up for the Relief Fund. He gave a talk on just what it was being done for and pointed out the ways that it would help out the unemployed. Mr. Wiltout was appointed chairman of the committee. Chas. Winter, Ed Wright, J. W. Shelby, were appointed on the committee. Roadmaster Minton and Core were in Mitchell to attend the meeting; also W. J. Johnson, T. E. and M. A. Bost.

Understand that Conductor Hurlbut was working around in the basement at home and he let the hammer slip. It fell on his foot and hurt two of his toes. This could have been avoided by letting someone else do the work.

We have moved a few of the football teams lately. Handled the Yankton High School to Rapid City and return; Trinity College from Sioux City to Aberdeen and return. Both these movements required a tourist sleeper. Also have the movement of Yankton College from Yankton to Mitchell and return on November 27. This will use a train of six coaches to take care of all the football fans that will attend the game.

Would like to get a few notes from the employes along the I. & D. to help make the notes on this division as large as the rest. We can't put it in the Magazine if we don't have a little help from all of you. If you have anything, just send it to F. D. S., Correspondent Employes Magazine, Mitchell, S. D., before the 10th of each month. Thanks.

Station WLE

Harriet

BE MERRY THIS CHRISTMAS by remembering your family, kith and kin—spending to make business flourish—and don't forget to make the tin cup of the ever and anent beggar ring.

WE WON'T SAY GOODBYE to Helen McDonald, we'll say "Our most sincere wishes for health and happiness," and make an appeal of a visit once again of the most sympathetic girl whom everyone would like to call friend.

"BUT HARK! The Chiming Clocks to Dinner Call," quoted Pope. "The Thundering Herd!" Spake Donald, as the 12 o'clock mob rushed down the hall to the cafeteria.

SIGH—the pinch hitter of our cigarette packs moved—but, GROAN—that file buddy of ours sure loves an occasional cig since he's taken to smokin' a briar!

WE'LL HAVE TO SHELVE DONNY; he's gone back on us with the wise cracks. But lo and behold! Ray's come to the fore with a wonderful sense of dry humor, and HERE'S HOW—

The first duck that comes in sight of Holcomb this hunting season will come down a nice brown dinner. 'Siunny, we've never tasted any so far!

If there's any new rules added to checker playing, Shorty will make them. Wow! "Ma! Tony's cheating." "I won't play!"

What's the matter, Roy, the wife break all the glasses in the house, or is that town of yours out of them?

How's the Ford, Al? Sounds like a threshing machine.

If you want to see something sweet, contented, nice or what have you, just take a look at Mary and Ruby strolling down the Avenue.

Abby, if you're cold put on your coat 'n some red flannels.

Red Hot Coals from the Racine and South Western Division

L. J. L.

THIS is the last time, dear readers, that you will see the notes written under the above heading. The Racine and South Western Division has been consolidated with the Chicago & Milwaukee and will be known as the Second District of the Milwaukee Division.

The superintendent's office has been transferred to Milwaukee and we of course lose some of our good friends, who are transferred there. Among those who have taken positions in Milwaukee are Chief Clerk James Chambers, Timekeeper Marvin Brick, Assistant Timekeeper Lloyd Rummelshagen, Clerk Kenneth Zimmermann, Clerk John Woodard, and Accountant Felix Raue. Mr. F. T. Black, division accountant, has been appointed to a position in Chicago, under auditor of expenditures, E. P. Willey. Miss Mary Howard, stenographer, has taken the timekeeper's position in the Roadmaster's office at Beloit. Mrs. Wheeler is planning on spending the winter in Florida. Miss McGinn is undecided as to where she will locate. Wm. Maas is making arrangements to operate a sauerkraut factory at Forreston, Ill. Porter August Zick has an order in already for three barrels, so if any of you rails want kraut kindly give Bill your order so he can prevent any disappointments for those ordering on short notice.

We have on our division several specimens of physical perfection. I have not the space to list them all but will take this opportunity to tell you of the examination that one of the passenger conductors on the "Southwest Limited" recently went through. The doctor gave him a very thorough examination and at the close of the appointment said: "Mr. Cavey, you are in better condition now than you were 20 years ago, and if you keep on living and taking care of yourself as you are doing,

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Page Thirty-nine

I can see no reason why you will not live to be 100. It is remarkable the condition you have built up." You extra passenger conductors may as well keep your uniforms packed with moth balls. It has long been known that the "Milwaukee" is a healthy road to work for, and while we have so many men of Cavey's caliber working, you must be governed accordingly.

Understand Agent Clifton at Burlington is not doing much talking nowadays. The main reason being his playing a wind instrument in the Burlington Band.

Fred Unverzagt, the IT boy at Burlington tower, has proved to the writer that he who thinks is the master of he who talks.

Brakeman J. D. Artlip and wife are planning on spending the winter in California. They will leave about December 15, and will be gone about three months.

Ticket Clerk Harold Armock had the pleasure of attending the Beloit Armistice Ball November 11 and says it was a WOW.

"Doc" Woodworth conducted several classes of examination in the passenger depot on the Book of Rules during the month of October. "Doc" seems to be a good teacher, as he sure had a good attendance at all classes. Porter Zick came to work in the morning and thought there were snow drifts on the floor, but soon discovered it was cigar ashes.

Marvin Brown, rate clerk at Beloit freight office, was united in marriage on September 6 to Miss Dorothy Davis, one of Beloit's popular young ladies. They spent their honeymoon in the east visiting in New York, Washington, Pittsburgh and Cleveland. They covered, in all, 2,261 miles on their motor trip. Best wishes are tendered the happy young couple.

The Beloit Chapter of the Milwaukee Women's Club held a pot luck supper at the American Legion Hall Saturday evening, October 25. Mrs. Willard McIntyre was chairman, and was ably assisted by the ladies. At the guest table were the employes who were leaving their positions: Mr. James Chambers, Kenneth Zimmerman, Felix Raue and wife, Mr. and Mrs. Al Wheeler, and Mr. and Mrs. F. T. Black.

About 75 employes and wives were present, and a very enjoyable time was had by all. After the dinner a nice program was had—piano selection by Norene Yohn; reading by

Helen Fredendall; vocal solo by "Chuck" Teadles, and duet by Roy Guse and Teadles. Agent Johnson and wife of Rockford were out-of-town guests. We trust the ladies will have another one of these suppers soon.

The ladies' bowling team is going along great at the present writing. We expect to match them against the St. Paul team No. 2 in January, 1931.

Melvin Howe and family have moved to Milwaukee. Melvin stated: "I hate to leave Beloit, but I will pay you a visit now and then." We hope you do, Mel. Just give the alarm at the outer door whenever you are in the city.

Tom Tierney and wife left for Albuquerque, N. M., November 3. Tom has been on the sick list for better than two years, and we trust the change in climate will prove beneficial to him.

Hugo Timcke and wife and her mother left on November 2 for San Diego, to be gone until early spring. They will certainly be envied by us stay-at-homes if we go through a winter like we had last year.

Tacoma District Accounting Bureau

OUR very own little Frank Opie had a keen desire to join the Shrine Special to Portland to see the big football game November 1. Every day there was a fond hope and great expectation that his pass would arrive. But, alas! Friday night and no pass! Poor Frank, you should have seen his face lengthen with disappointment.

Mrs. Pyette returned last week from an extended visit with Eastern relatives. G. P. should be better natured, as he has not so many dishes to wash.

Mr. W. Morton Eshelman reported for work the third, after a month's vacation on the Atlantic Coast. He is displaying a wonderful collection of kodak pictures.

Cards were received from Miss Ruth Rundel from Pueblo, so she is well on her way to Mexico.

Miss Margaret Olsen, formerly of the Superintendent's Office, was married October 18 in Los Angeles to Arthur Leroy Green. Best wishes for their happiness are extended by Coast Division.

Mr. James B. Mason has joined our ranks for a few weeks.

Cal Snyder is away on a hunting trip. We wish him much luck.

Franklin B. Trout was absent several days, but instead of taking a trip in his Oldsmobile, reported that he was catching up with his home work.

Walter Evans, sub-station operator at Kit-titas, visited us recently. We are always glad to see you, Walt.

H. E. Hatch, Potentate, headed the recent pilgrimage to the Portland Shrine.

Helen Maxwell is with us again, substituting for Miss Rundle while she is on vacation.

All the girls attended the October luncheon of the Women's Club. They always enjoy the warm lunches and seeing the club members.

We forgot to mention that early in the year, Helen Amidon and sister joined the ranks of "stars," not at Hollywood, but in Vida Chapter O. E. S.

La Crosse Division Items Eileen

ON Saturday, October 18, Miss Eleanor Draves was united in marriage to Glenn Leitzke of Milwaukee. Eleanor is the daughter of Conductor and Mrs. Charles Draves, and while she has been employed in Milwaukee for the past few years, she has many friends in Portage who are wishing them success and happiness.

Lonnie Farnham was humiliated when, after a long and personal conversation he discovered that the party on the other end of the wire was a member of an old and aristocratic family, and not the Western Union operator.

Harry Parker, Northern Division Engineer, has purchased a new Buick. Says it's the best in the world.

We are sorry to hear of the death of Mr. T. Watson, Postmaster at Fond du Lac, on October 30th. He is a brother of Northern Division Conductor James Watson.

Life's darkest moment—when Clarence discovered that the 'phone call from the Western Union office announcing him as winner of the \$50,000 Charity Sweepstake was a fake.

'Twas a bright October day when Mac sounded off and bade the engineer put spurs into his faithful steed on the daily pilgrimage to the Western front; and as he sat in "the monkey hatch" of the "crummy" he gazed upon the waving fields of cabbage with a languid interest. Suddenly, however, his interest was intensified, for close to the spur where the cabbage is loaded, he discovered that he had arrived at about the third round of a most enjoyable private bout.

"Upon my soul," quoth Mac, "the one lad do possess a devastating left hook and a murderous right jab. I doubt me not it is Jack Dempsey in disguise. However, never was it said that Mac horned in on a private fight, so we shall pass on." The day was drawing to a close and the soft dusk was falling and Mac and his trusty crew after a weary day were homeward bound when Mac, with eagle eye, again discovered a figure with wildly waving arms at the spur where cabbage is loaded.

"Now," mused Mac, "will that terror never have enough? Sure, he has been fighting all day, and now he wants me to engage with him. No, my boy, the glory be yours, and Mac will leave you to your battle field by yourself and Sullivan seconds the motion and so does Jim." With that he motioned the engineer violently ahead.

'Tis said that Mac grew wrathful when upon his arrival at Madison he was informed he had run the cabbage despite the shipper's violent "washout" signs. But all again is "quiet on the Western front."

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TORONTO

Arnold Schultz, switchman at Portage, had a very serious accident while hunting a few days ago. His gun was accidentally discharged, the shot penetrating Arnie's arm just above the wrist. It was found necessary to amputate it later.

Mr. C. S. Smith, captain of police at La Crosse, has expressed his appreciation of the fine co-operation that he is receiving from Conductors Charlie and Bert Stowers, both working on the west end of the La Crosse Division, in carrying out his work. The men in the Police Department must of necessity depend upon the co-operation of the train and enginemen in handling their work, and it must be a satisfaction to the men themselves, as well as to us, to get a letter of commendation on their co-operation.

Did you see the good-looking young man who was so devoted to Kitty at the Keno games the other night at the Armory? Kitty is very modest about her conquest. She is, however, enjoying a duck, a gift from the G. L. Y. M.

Ray Kelly doesn't do Milwaukee very often, but when he does he makes a thorough job of it. The other Sunday he informed us he took in six shows, in addition to seeing the town.

There was considerable excitement in the Dispatcher's Office recently when Bill Jones nonchalantly picked up Sam Hunter's empty dinner bucket and boarded No. 5. Fortunately for Bill, however, Jim Brown discovered the error and rushed down to the train with Bill's full dinner bucket, returning it to him just as the train was pulling out.

The medical car, "Metz," has been on the La Crosse Division at Portage and La Crosse. It is in effect a clinic on wheels, and we have never seen anything as well planned. Every bit of space is utilized, but the car is designed for comfort and beauty as well as utility. It is "Milwaukee" made and is something we should be proud of. I could tell you lots more about it, but I think you would rather see for yourselves.

One just can't keep hunting stories secret, and this one Cockey didn't tell us about. It all happened at Oldham, S. D. Cockey had planned on a nice little jaunt all by himself, hunting pheasants. Company is sometimes desirable, particularly if there is a boat in sight, and Cockey couldn't resist their invitation to share their skiff with them. Shortly after they had shoved off, the other boys became frolicsome, eventually upsetting the boat and depositing the guns, shells, etc., on the bottom of the lake, quite some distance out. After some fancy diving, Cockey rescued his gun and made his way to shore, at the same time vowing half aloud that never again would he be inveigled into boat-riding with strangers.

"Well I remember this date twelve years ago," spoke Scoutmaster Erick to his group of scouts. "It marked the ending of a most terrible conflict, more terrible than words can convey. The very flower of our American youth

were employed in murdering the flower of the opposing youth. Gentlemen, my blood runs cold with the thought of it all, yet with uplifting force my very system tingles with the thought of the unhesitating sacrifices offered by 'our boys.' Indeed, one would have to possess a heart of stone if observance of this memorable occasion passed unnoted." At this time the roundhouse whistle echoed loudly and Erick, not to say the least, was visibly annoyed, and stepping to the phone he ejaculated thus: "Just what in heck is the idea of all this racket. Here I am in the midst of an uplifting speech and you must create all this din. You're certainly a hot sketch—What's that? Oh—Armistice Day—"

Dubuque Sub-Division of D. & I. Division

E. L. S.

THERE have been a great many changes since the last write-up in the Magazine, the biggest item being the consolidation of our division with the Illinois, and is now known as the "Dubuque & Illinois Division." This brought about many changes in the forces. Mr. E. A. Meyer, superintendent, was transferred to the Superior Division as superintendent. The entire clerical force of the superintendent's office, with the exception of one, the writer, were transferred to Savanna, Ill., and the accounting forces at Dubuque Shops also, with the exception of two clerks. The chief dispatcher's and trainmaster's forces remain at Dubuque.

Surely miss the gang, especially you, Marie. (Somebody else misses you, too.)

Many friends and employes on the "old Dubuque Division" were very much shocked and grieved to learn about the death of Mrs. W. M. Thurber, who died at Savanna during October after quite a lingering illness. Sincere sympathy is extended to Mr. Thurber in his great bereavement.

We learn that Chief Carpenter Farley has been transferred to the Kansas City Division and will be located at Ottumwa, Ia., his home town, and he seems to be quite pleased over this change.

Ray Hursey, chief carpenter's clerk at Savanna, was in Dubuque November 12 on business.

Superintendent Meyer was presented with a 17-jewel wrist watch from division officials before his departure for Green Bay, his new assignment. Employes of the division regretted the change which required the departure of Mr. Meyer to his new location at Green Bay, and he takes with him the wishes for success in his new position; and likewise extend to Mr. Donald a hearty welcome. Mr. Donald visited our division for the first time November 8.

Mr. M. J. Flanigan favored our division with a visit at our November 3 Safety First meeting at Dubuque, and gave a very interesting talk on various phases of Safety First work,

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of which he is manager. We hope he will find the time to come again soon.

Mr. O. H. Berg, solicitor, Minneapolis, was a Dubuque visitor during October.

Mrs. Arthur McGuinness, wife of Bridge Foreman A. McGuinness, now deceased, still boasts "The Milwaukee," as she secured two passengers for Kansas City during October. Likewise Mrs. F. J. Wolfe, wife of machinist, secured one Lemmon, S. D., ticket, one way, during September.

Agent Peter Ott, who has been on leave of absence for 90 days, resumed work at Preston November 15. During his absence the station was handled by his son, Second Trick Operator Wm. Ott. Joe H. Robertson worked second trick during Peter Ott's absence.

Trainmaster Whalen, Agent Whelan, Yardmaster Kiesele and Chief Dispatcher Crawford attended the meeting at Savanna Wednesday, November 12. Mr. Goss, of the A. R. A., and Mr. W. L. Ennis, supervisor refrigerator service, made very instructive and interesting talks along the lines of heavier car loading. The meeting was largely attended by supervisory forces and agents of the first division of the Dubuque-Illinois Division.

Operators J. T. Gerkey, N. A. Irons and H. G. Gerling, who were loaned to the I. & D. Division during the summer, have returned to this division.

Understand several employes of this division went pheasant hunting when the season opened. We are inclined to think they did not have very good luck as no pheasants reached the office (?) (?)

Dispatcher O. A. Rampton motored to Portage with his family on November 10 to visit relatives.

The sand and gravel pits at Bellevue and Harper's Ferry, and sand pits at Clayton, and the crushed stone plant at Marquette are closed for the season. They shipped a large amount of material for road building and other purposes.

Northern Montana Division

Max

ON account of Fergus County being included in the drought-stricken area there has been an unusual movement of cottonseed cake from Texas and Louisiana to points on the Northern Montana Division, and the Milwaukee obtained the long haul on the shipments. And due to the short hay crop a good many of the stockmen have been selling off enough of their holdings so they will not meet with the distress which they did during the feed shortage of 1919 and 1920.

Buyers of feeder sheep and cattle have been in the territory for several months. The most unusual movement of sheep was sixteen carloads to points in the state of Maine.

There has been a great deal of favorable comment by the patrons on the fine new steel equipment put on trains Nos. 115 and 116, and especially about the convenience of the new buffet-coach.

On account of the death of former Agent T. W. Humphrey, Hilger station is on bulletin. G. W. Smith is in charge pending regular assignment.

J. G. Campbell, who has been the efficient day operator at Lewistown Yard, bid in Danvers. "Jimmy" and his good wife will be missed at the social affairs of the Milwaukee Women's Club at division headquarters.

Howard Ullery, who has been doing relief work both as an agent and clerk on the Northern Montana Division, has been assigned to the position of rate clerk at Great Falls.

J. G. Smith, formerly warehouse foreman at Great Falls, has taken the position of bag-

gageman at that station. He is succeeded by Henry Bertrum.

Robert Randle, foreman of Lewistown warehouse, bid in the checker job at Great Falls, account of having property in that city.

Bigelow Ely is the new foreman at Lewistown and Clifford Nichols, from Great Falls, the new checker.

W. J. Thompson, former train dispatcher, bid in the first trick at Lewistown Yard.

Rex Koube, extra train dispatcher, is holding down Winnefred station.

H. W. Barnard, agent at Highwood, bid in position as agent at Gallatin Gateway. F. J. O'Boyle is acting agent at Highwood until a regular assignment is made.

Robert D. Hodgson, of Great Falls, passed away in that city October 14. He had been in the station service since 1918.

Dr. J. L. Jensen and family, of Denton, left for Colby, Kansas, where they will make their future home. Dr. Jensen has been local surgeon at that point ever since the road was built.

Miss Helen Cornwell, who graduated from the Montana College this year, is supervisor of art in the city schools of Barnesville, Ohio.

H. C. Brisbane, who succeeded George Craig as traveling freight and passenger agent, made a trip over the entire division getting acquainted with his territory. Mr. Craig was promoted to a similar position at Milwaukee.

N. T. Rust and family are now located at Fairfield where Mr. Rust is in charge of the section at that point.

John Petro is back on his old job as section foreman in the Lewistown Yard.

Mrs. C. H. Koch returned from a visit at Harlowton.

Mrs. H. E. Graham, who has been visiting with relatives in Spokane, is back home.

L. A. Gibbs and wife have gone to Hickman, Tenn., for the winter.

D. L. McVey, who has been seriously ill for some six months, is now able to be about.

Mrs. A. M. Maxeiner and her father, L. Cashmore, spent a week at Dillon, Mont., the former home of Mr. Cashmore.

Edward Nelson, of Montague, who was operated upon for appendicitis, is back at his regular duties.

Superintendent Fuller spent the week-end with his family at Spokane.

Chief Dispatcher Cornwell took a day off to look over the housing situation at Harlowton, where the train dispatchers will be located after December 1.

Claude M. Brown, formerly cashier at the local freight station at Great Falls, has been assigned the position of chief clerk in the office of the division freight and passenger agent in that city.

The local chapter of the Milwaukee Women's Club has been doing fine work in looking after employes of this vicinity who are in distress. They have been giving several card parties each month from which nice sums are realized to aid them in their good work.

Drafts from the Drafting Room

C. R. O.

THE mechanical engineer's office extend their heartiest and best wishes for a very merry Christmas and a happy and prosperous New Year.

Harold and Leonard bowled a couple of games one day and they are still arguing as to who bowled the highest. What they need is a good scorekeeper. Leonard says since the wreck he can't bowl so good. But we wouldn't blame it all on the wreck.

Ernie is contemplating buying some solid tires for his car, or any other kind that won't go flat on the bottom.

Judge Montgomery, our pugilist, is in the market for a chin and nose protector. If he can get that he promises to win all the fights.

Magnus asks: "If winter comes, can spring be far behind?"

Ted of the pattern shop has a beautiful gem he would like to dispose of. With Christmas so near he shouldn't have any trouble in getting a customer. He wants to get rid of everything that will bring him memories.

Otto Wustack treated the boys to cigars in honor of his .th birthday. Thanks, Otto, and many happy returns of the day. By the way, we also offer our congratulations to August Betzhold, whose birthday is November 19. Time only will tell what he has to offer.

Fred Risch, pattern shop, has had his skates sharpened and polished and is anxiously waiting for the lake to freeze over so he can have an opportunity to demonstrate some of his fancy skating. But so far the weather has not been favorable for his pet sport.

We would like an explanation of the hunting term "automatic and one." Gus Hoppe says this is used fluently in rabbit hunting. Anyone who is up in this kind of sport will greatly oblige the pattern shop boys by explaining the meaning of it. Gus refuses to do so.

Twin City Terminals

Mac

Merry Christmas, Everybody

MR. CRESTON HARRIS, general freight agent, and Mr. J. H. Bradley, traveling freight agent, Winnipeg, Canada, were Twin City visitors last month.

We understand several broadcasting companies are angling for the service of Mr. Carl Matzal of the Freight Traffic Department. He entertained at his home and the guests were much surprised to hear over the radio, their names, followed by complimentary remarks. This broadcast was performed by Mr. Matzal in a hook-up in his own home.

Miss Cecilia Murphy, commercial office, has returned to work after a sixty-day leave of absence on account of illness. She is looking fine and fit again.

Jack Woodward, demurrage inspector, blossomed out at the local freight office on the morning of November 12 with a "Derby." Believe it or not, it is quite becoming.

Mr. A. A. Kurzeyka, chief carpenter, South Minneapolis, took a trip north to hunt deer.

We were told that Mr. J. A. Felber, agent, St. Louis Park, went deer hunting. We think they meant "deer hunting."

Mr. N. J. Nelson, agent, Merriam Park, applied for the old age pension account of closing Merriam Park station. His request was granted.

Mr. Jud Cook, assistant station master, is back on the job after an absence of three months account of illness. He is looking himself again with his good natured smile for all his friends. He raffled off his Pontiac to help tide him over his sickness. The lucky number was held by Porter Booze, Chicago.

Mr. E. B. Crooker may be a disciple of safety for employes, but we know that "gold fish" are not safe, as Mrs. Haman, telephone attendant in the depot, can vouch for. She has a bowl of gold fish on her desk and the other morning as Mr. Crooker passed by her desk he picked out a fish and devoured same as Mrs. Haman looked on. She says you could hear the bones cracking. Can you feature that? No doubt Mr. Crooker enjoys a fish breakfast and being a busy man could not take time to have them put through the necessary procedure of being prepared for eating,

so ate them alive. If this sounds like a fish story to the readers, I would advise them to interview Mrs. Haman. She is at her desk every morning until noon, and she will tell you this is a true story.

The Milwaukee bowling team, the "Sioux," are coming to the front this season. They are at present tied for second place. The members of the team are: Emil Rachme, Accounting Department, captain, Nee, local freight office, Peterson, Holmgren and Reitter, of the Accounting Department. We hope to have more "good news" to print about them later in the season.

Chas McCluskey, of the local freight office, went hunting over the week-end. Mac always brings back something. So we can all look forward to having a feast of deer meat.

The cashier's office, local freight, received a brand new L. C. Smith typewriter. Jennie Goss, stenographer, is all puffed about it, and she says only an "expert" will she let use it.

Archie Benolken, bill clerk, on account of change on the bill desk, is on the expense desk at the present, with a young lady on each side of him. From the expression on his face he feels like a "rose" between—well, you know the rest.

This is the last appearance of Yc Correspondent "Mac." Wish to thank all who helped to make this column a success.

Notes from the Local Office, Tacoma

R. R. T.

RAY POWELS, claim clerk, was suddenly called to Nebraska by the receipt of a telegram informing him that his parents had been very seriously injured in an automobile wreck. They had been visiting here and were driving their car back to their home in Florida

when it struck some loose gravel and was overturned completely. Both were very painfully and seriously injured, and Ray left immediately. Although both are expected to recover, it will be some time before they are able to proceed. We extend our sympathy to the sufferers and our best wishes for an early recovery.

Ray Fink has been substituting for Ray Powels during the latter's absence and is no doubt doing his best to uphold the traditions of the claim job by efficiency and diplomacy. In the meanwhile George Gordon of the yard force is on the swing job, and due to the irregular hours connected with it, he frequently meets himself coming to work just as he is on his way home from another trick. George is a dyed-in-the-wool football fan and has already made arrangements for being off for all the big games of the season in this part of the coast. According to George football is one of the greatest elevating and civilizing influences in the world; you can see for yourselves what it has done for George.

Andrew Norwood of the yard office has sold his property in this city and is now busily engaged in building a new house along the Puyallup Hill Road, about two miles out of town, adjoining the service station operated by his son, and adjoining his picturesque property located in a shady and well-watered gulch, which he expects to develop into a charming roadside resort. Just as a first step he is piping a water supply for his new house from a spring-fed reservoir on the hillside 200 feet above the house. Talk about pressure!

Elmer Swalley, who used to be our messenger but lately was messenger for the Store Department on the Tide Flats, is again on our messenger job, while Clair Jones is doing extra work as yard clerk. Some other correspondent of this invaluable Household Companion and Home Journal, has seen fit to throw some

slurs on Elmer's budding moustache, but we assure our readers that it is really a very promising facial ornament and will eventually make Elmer a very handsome young man.

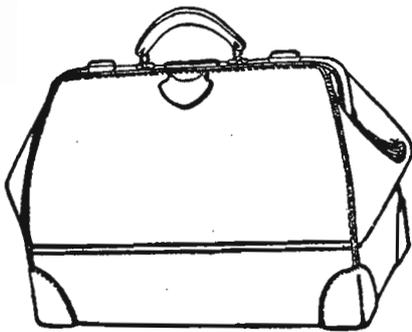
Joe Gordon, oldest and most highly esteemed member of our local freight house force, has been on a three-weeks' leave of absence for the purpose of visiting friends and relatives in his old boyhood haunts in the East. He hunted up a brother in Boston who had not seen him in 45 years; in his absence Joe identified himself to the satisfaction of the janitor, and much surprised the brother when he returned and found Joe awaiting him, comfortably ensconced in an armchair and reading the paper. From the Hub Joe proceeded to his early home in New Hampshire and then to Montreal, his birthplace. Needless to say that Joe's well-known principles assure us that the liquid temptations of Canada had no attractions for him. Since leaving Montreal he has been coming west on the Canadian Pacific and at this writing the family has just heard from him at Winnipeg, so that we shall no doubt soon welcome him back.

Another one of our good friends has also returned from Canada—none other than Ed Jean, our popular log scaler at the Cascade log dump, who made use of a vacation to go to his old home in Quebec and St. Anne de Beaupré. He sent us some postal cards from there which induced a pained and longing expression on the faces of some of our force who read his description of the delights of Quebec.

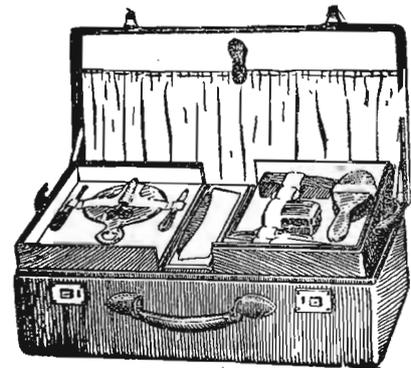
Iowa—East Division and Calmar Line

J. T. Raymond

MISS JUANITA BASH and Marvin Williams of Marion were married Saturday, November 1.



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OMAHA PRINTING CO.
LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

The bride is a daughter of Mr. and Mrs. D. C. Bash. Mr. Williams is a World War veteran, having served with American forces overseas. He has been employed with the Milwaukee Road for the past ten years at Atkins roundhouse.

They will reside in Marion. The Employees' Magazine extends hearty congratulations and best wishes.

James William Swan passed away suddenly at Racine, Wis., Monday, November 3. Mr. Swan had spent Sunday with his family at Marion where they reside and left early Monday morning for Racine where he was employed in the Signal Department.

He was apparently in good health when he left Marion. He was 49 years old and had been in the service of the company for 15 years.

Mr. Swan was a Mason and also belonged to the Brotherhood of Railway Signalmen's Association. Those surviving are his widow and two daughters, Marjorie and Garnet. The Employees' Magazine extends sincerest sympathy to the family in their sad bereavement.

Station Agent J. N. Elsner of Hale has taken a leave of absence account of ill health, and has gone to Des Moines for medical treatment. Many friends on the division are hoping that Joe will be soon restored to health and back at his post again. E. F. Clausen is acting as relief agent during Joe's absence.

The new mechanical coal shed at Oxford Junction has been completed and is now in operation. This is a fine improvement. The old coal shed has been torn down.

Second trick operator at Sabula station has been discontinued. Operator Fred Harvey, who was displaced, has moved his family to Manilla where he is agent.

Mrs. M. J. Flanigan and son Jerry of Chicago came to Marion November 11 and visited several days with Marion friends.

Mrs. Flanigan was the honored guest at numerous dinner parties and luncheons during her stay.

Superintendent A. J. Elder presided at a staff meeting held at Marion November 12. The meeting was addressed by Mr. W. L. Ennis of Chicago and Mr. Goss of the American Railway Association. Mr. Ennis spoke on claim prevention, and Mr. Goss on maximum car loading. Officials from Omaha, Council Bluffs, Perry, Cedar Rapids and Davenport were in attendance. Matters were discussed

pertaining to a more efficient and economical operation of the division.

The news of Dr. E. S. McCord's death was received with deep regret by friends on the division. He was company surgeon for a number of years. The funeral services and burial were at Delmar November 13.

We were misinformed about Conductor Thos. Costello having returned to his home at Marion, from the hospital. On November 14 he was still in the hospital at Cedar Rapids, and prospects were that he would be there for several weeks longer. He is recovering slowly.

Teeds Grove in September received 17 cars of cattle, 832 head, from Texas points and shipped out 13 cars to U. S. Yards. Business is showing up good for November. Agent Losey is highly pleased at the showing his station is making.

Conductor Elmer Shook has been off duty since the first of November on account of sickness, M. D. Coon relieving on Nos. 90 and 97 between Davenport and Oxford Junction.

Train Baggage man Sam M. Cooper has taken an indefinite leave of absence to have his eyes treated. F. L. Pierce has taken his run on Nos. 7 and 20 between Chicago and Marion and Charlie Hayner has taken the run left vacant by Mr. Pierce on Nos. 19 and 8 between Marion and Omaha.

Conductor Andy Schader is spending a couple of weeks in Wisconsin, W. I. Farrell relieving on the Calmar passenger.

Conductor A. J. Fuller laid off to take in the pheasant hunting, W. Simonton relieving on Nos. 3 and 4 between Omaha and Marion.

Conductor H. L. Mellish, who has been braking on the Calmar way-freight for several years, has given up this run and is now braking on the main line way-freight between Savannah and Marion.

Conductor Edward Zak has bid in the north end way-freight, made vacant by H. L. Mellish.

Trainmaster M. J. Skord spent a few days in South Dakota hunting pheasants, and reports a good time and his quota of birds.

Northern District Car Department

M. J. K.

HELLO, Everybody!

Mr. F. J. Swanson, district master car

builder, says: "It is appreciated the way the Northern District has been operating for the past sixty days in eliminating personal injury cases. As I informed you heretofore, we had some very bad cases the first part of the year which we have to live down, and I am asking all employes in the Car Department, Northern District, to do their utmost in operating the remaining months of the year without a single personal injury. This can be accomplished by every employe being on the alert and doing their work in a safe manner. Appreciate your co-operation in this respect."

Effective November 1, or shortly thereafter, the heavy or schedule repairs which were formerly handled on the outside at South Minneapolis Shops, will be repaired inside under cover in the former Car Department Coach Shop, building CD-2. The Car Department employes of the South Minneapolis Shops express their appreciation and thanks to the officials of this railroad for allowing this change. In turn the employes will express their appreciation by making every attempt to increase their output, decrease the costs and make a better and more improved and efficient operation.

The Goat, in the form of a gas engine, has arrived at Minneapolis Shops. This rail truck will be used for moving cars in and out of the new car shop.

October 11 J. Hemsey, car shop superintendent, returned from a five-day trip to Deer Lodge. He reported two inches of snow there as early as October 9.

During Fire Prevention Week there were demonstrations made in Minneapolis and St. Paul of the testing and use of the fire apparatus that some of our switch engines are equipped with. These tests proved very satisfactory and were given considerable publicity by the newspapers of both cities. Photographs were taken and published of both demonstrations.

Bad luck and mo' bad luck! October 9 Tal Hughes' new car was stolen. It was returned on the 15th and stolen again on the 16th—each time while Tal was attending church. He is now wondering if it pays to be good.

October 6 Clarence Hofmaster, helper apprentice, reported to work with a black eye. Clarence wants us all to know the "blinker" was the result of football, and we believe him, of course.

Helper Apprentice Stanley Olson, the dashing halfback of the Phantom Football Club, reported to work November 3 with a lame ankle. As luck would have it, there was no fire drill that day.

S. Hollingsworth and family left for Belvidere, Ill., to attend the funeral of Mr. Hollingsworth's nephew, November 3. We extend our sincerest sympathy to the family and relatives in their bereavement.

Wm. Osterwind, wheel inspector, went on a hunting trip to Vienna, South Dakota, and brought back the limit of pheasants.

W. B. Wilcox, F. C. F., went to Ortonville October 18 and 19 and Wheaton October 25, getting the bag limit of ducks and pheasants. They surely must have tasted good because Willie came down smacking his lips and exclaiming: "Em, fine!"

A. Tweder, wrecking foreman, is sporting a new Studebaker President Eight.

The Car Department extends sympathy to Mrs. Smyth on the recent death of her sister, Mrs. A. J. Pitz, of St. Paul.

We are sorry to report that Mrs. Thorne has been quite ill and confined to her home for a few days. We hope for a speedy recovery.

Now that the season is upon us in which a great many shipments require protection against cold, shippers will find that our cars in service of C. M. St. P. & P. Ry. will give the same dependable service as during that period in which lading must be protected against heat.

Union Refrigerator Transit Co.
Milwaukee, Wis.

"Danger Lights," filmed in its entirety along the scenic Milwaukee Road, is being shown at the R. K. O. 7th Street Theater in Minneapolis, and the R. K. O. President Theater in St. Paul, the week of November 15 to 21. It is hoped every employe will attend this Milwaukee club theater party, which will increase the coffers of the club and so continue the relief work among the employes.

Out Where the West Begins— East End of the Trans-Missouri Division

D. H. A.

MRS. FRANK SCHNEIDER is spending some time at the home of her parents at Menominee, Michigan, and with her sister in Chicago. Lucky for Frank that hunting season is on, so he can spend his week-ends at Swan Lake, or he would be a pretty lonesome boy.

Since the last issue of the Magazine so many changes have taken place at Moberidge that we hardly know where to begin. A number of men have been laid off at the roundhouse, and the car department has been moved to Aberdeen, Car Foreman A. Rognison and Jake Stapf being transferred there. We are sorry to lose these worthy families from our midst. It also grieves us to see so many of our loyal railroad boys out of work, many of them having given the best part of their lives to their work, but we sincerely hope that this period of depression will soon be over, and that they will eventually get back to work again.

Mrs. O. P. Vachreau and daughter, Florence, and Miss Wilna Kern and Marjory Martin, of Harlowton, Mont., spent a few days here visiting old friends. Mrs. Vachreau accompanied the Mcbride ladies to Miles City for the get-together meeting there.

At last a long felt want has been realized, and we have our freight platform lights installed. This is a Safety First measure, and will help to eliminate accidents and will also be a great convenience to our freight house boys, especially now that the days are growing shorter and darkness often overtakes them before their day's work is done.

Mrs. L. G. Buckholz and children spent a pleasant vacation visiting relatives at Janesville, Wis., and Kansas City, Mo.

Storekeeper H. L. Stamp has been transferred to Miles City and Ray Slaughter will have charge of the Store Department here.

Lon Green is a patient at the Moberidge hospital, having been seriously ill with an infection in his arm and later developed a blood clot, but at this writing he is much improved and his many friends hope for a speedy recovery.

Sincere sympathy is extended to Mrs. John Baum in the death of her mother, Mrs. Eva Nitisch and her brother, Nimrod Nitisch.

Mr. and Mrs. Wm. Vanderley have returned from their prune farm in Los Molinas, Calif., and Van is back on his old job again as night baggage man.

Adna Fisher says these cold days make him shiver, and he plans to get out his red flannel underwear.

Things we seldom see:

Ernie taking his time.

Slip with his hair uncombed.

Herman with a grouch.

Aggie in a hurry.

Ding excited

R. S. L. with his hat off.

Jake shaved.

Mose without a story.

A. F. M. in overalls.

Ludy and Frank missing a ball game.

Dora Anderson spent a few days at her home at New Effington, S. D., visiting her parents. While away her position was filled by Mary Van Dyne.

Since writing the first of these notes we understand Machinist J. W. Casserly has been transferred to Aberdeen and Machinist W. M. Seibert to Harlowtown, also two machinist helpers, H. Meyers and George Hanson have been transferred to Harlowtown. We are glad that places are being made for these worthy men.

S. M. West

F. W. L.

NELS HOLM, section foreman at Elrod, S. D., passed away at his home on October 25, 1930, at the age of 65 years and 9 months, death being due to heart failure. Funeral services were conducted from his home at 2:00 p. m. October 30, 1930. Burial was at Watertown, S. D.

Mr. Holm entered the service of the company as section laborer April, 1891, was promoted to section foreman August, 1892, in which capacity he had served the company for 38 years. He was born in Norway February 1, 1865.

Our heartfelt sympathy is extended to his family and relatives.

Those of Us Who Do

G. P. F.

IN Operating-Traffic meeting at Aberdeen, on October 20, the following were credited with securing or influencing business to our railroad:

Conductor Wm. Wells—one ticket Minneapolis to Chicago for a gentleman who had formerly used a competing line.

Conductor J. Barndt—diversion of two passengers from Seattle to Chicago. These people had been lined up for a competing line.

Mrs. P. H. Nee—information furnished the Passenger Department that brought about the sale of a number of tickets from South Dakota points to people attending the Federation of Music Clubs Convention in California.

Locomotive Fireman C. J. Dougherty—two tickets from Minneapolis to Madison, Wisconsin, thence to Portland, Oregon.

Miss Eleanor Nee gave the Passenger Department timely information concerning a Y. M. C. A. Boy movement to the Twin Cities.

Chief Clerk Wm. Berg, in the Freight Office—one car of salt from a point in Michigan to Aberdeen.

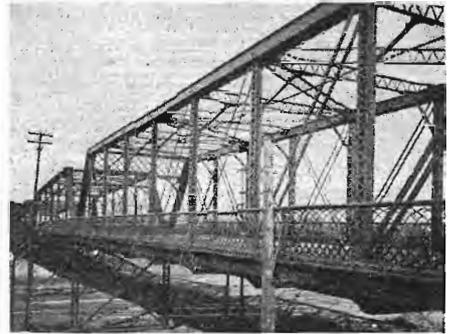
Chief Dispatcher A. H. Adams—two cars of lumber from state of Washington to Aberdeen.

Dispatcher M. P. Ayars—two passengers from Aberdeen to Minneapolis and return.

Yard Engineer Kraemer at Minneapolis is commended by the Traffic Department account of securing a passenger from Minneapolis to Chicago.

Yardmaster Stanley, in the East Side Yard at Minneapolis, is commended by the Passenger Department for his activities in securing a passenger Minneapolis to Seattle.

On a trip over the River Division with No. 15, Engineer J. Tiffany, on arrival at Minneapolis, was personally complimented by two passengers who were traveling from New Orleans to the Northwest. These people were pleased with the smooth ride which Mr. Tiffany had given them and were loud in their praise of the Milwaukee Road generally. We have heard about Engineer Tiffany before and



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In the summer of 1927 the entire under-structure of this bridge was coated with NO-OX-ID. A "Special."

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The Original Rust Preventive

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The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
MILWAUKEE :: WISCONSIN

he is one of the fellows who makes a lot of friends for our railroad.

Through the friendship of River Division, Engineer J. E. Pool, with a prominent business house in the Twin Cities, we are getting their shipments of paper from Michigan points that formerly moved via competing lines.

The Traffic Department at Minneapolis commend Operator Beman, at Fargo, for securing a passenger from Fargo to Kittitas, Washington.

The Traffic Department at Green Bay commend Caller Emmett Ryan for securing three revenue passengers from Green Bay to Chicago.

Employees at Union Street Station, Chicago, during the month of October, 1930, obtained routing of business at Chicago as follows:

- Receiving Clerk C. Johnson, 5 shipments.
- Receiving Clerk J. Wagner, 1 shipment.
- Receiving Clerk E. Eillon, 1 shipment.
- Receiving Clerk R. Norcross, 11 shipments.
- Receiving Clerk R. Detuno, 3 shipments.
- Receiving Clerk J. Harvatt, 5 shipments.
- Receiving Clerk F. Wendland, 8 shipments.
- Receiving Clerk R. Reinèr, 4 shipments.

Also the following business reported:

- Asst. Rec. Clerk R. Sircky.....1 car
- Asst. Rec. Clerk T. McGrath.....4 cars

Chief Clerk Petersen and his Assistant, W. Seiler, reported twelve cars to General Agent Casey's Office which were loaded in this district and routed against our line.

Those of Us Who Do on the Wisconsin Valley Division

Information received from Nile McGinley in regard to the new roof that is expected

to be put on the machine room of the Marathon Paper Mills Co.

J. W. Held secured two passengers to use the Milwaukee Road, Wausau to Chicago.

Through the watchfulness and prompt action on the part of Engineer L. E. Wilcox, a three-quarter-inch iron rod which projected over onto the main line from an empty coal car was removed, and not only prevented damage to window and sides of passenger cars but the likelihood of injury to passengers and others as the result of flying glass.

Mr. R. G. Manthey, agent at Necedah, with the assistance of his daughter, who teaches school at Necedah, succeeded in getting seven passengers to use our line from Necedah to Milwaukee and return.

Chicago Terminals

Guy E. Sampson

CHICAGO, that big-hearted city, has inaugurated a program by which its hungry are to be fed and its shivering unemployed are to be clothed. Other cities are undertaking the same program, but there is no need for any member of the great Milwaukee Road family to seek the protection of any of these city programs. A relief fund organization has been effected on our railroad and every employe from the president down to the lowest salaried employe who is fortunate enough to be holding steady employment during the great depression in business has been given the opportunity to subscribe to the fund. The various Milwaukee Women's Clubs on the system are finding that their services are going to play an important part in the program. Already, supplies of food, clothing and cash

are coming in and the Good Samaritan work is under way. Realizing that this is one big move that has been started to avert suffering, the employes of the Chicago Terminals are meeting it loyally. Just how long the depression will last is something which the wage earner has no way of knowing, but their big hearts have vowed that regardless of how many millions of dollars may be hoarded away their brothers are not going to go cold or hungry as long as they are able to divide their earnings with those forced out of employment by the depression. The fund is to be used to assist those who are willing to accept, but unable to obtain employment, and all cases will be investigated to assure its being used in really needy cases.

Mrs. E. J. Brown and daughter, the family of LaCrosse Division Conductor E. J. Brown, came down to Chicago and Bensenville from Milwaukee November 13, returning home the following day. At Bensenville they visited the Guy Sampson family, who were at one time their close neighbors in LaCrosse, back in 1912.

Car Department Employe Harry Miller and wife celebrated their twentieth wedding anniversary November 9 at their home in Bensenville. Relatives from Wauzeka, Wis., Itasca and Bensenville participated in the celebration.

Our old friend J. H. Valentine shook hands with a number of his friends as he passed through the terminals recently on his way to his new position as superintendent of the Southeastern Division, with headquarters at Terre Haute. We all wish him success and we know he is going to have it—he always does.

Born to Machinist Chester Oswald and wife, a seven-and-one-half-pound daughter. The little lady has been named Marilyn Louise and at last reports she liked her new home so well that she has decided to remain there and keep the happy parents company.

Smithy of the Car Department cracks a few good ones:

Smithy: "Why do they call the father the head of the house?"

Hewing: "Because the rest of the family tell him where to head in."

Smithy: "Are there any two things as far apart as the 'Wets' and the 'Drys'?"

Hewing: "Yes, wheat and bread prices."

Smithy: "Wasn't old Adam lucky?"

Hewing: "Why so?"

Smithy: "Well, he could truthfully say that he never kissed any woman except his wife."

Hewing: "That will do for today, our twenty is up—blow the whistle."

Switchman Knut Johnson, who had almost become a fixed signal in Galewood Yard, has gone out to Bensenville Yard and is assisting Wm. Luek on the night "hot shot run."

Our Car Department employes and Round House employes were pioneers in the "help the unemployed," as they have been giving two days a month all summer in order that the younger men on the list could work those days.

Engineer Flossy Rowan says he believes he is in his second childhood. At any rate, he now has the same number of teeth that he had when he came into the world. But we believe he can get used to a set of "store teeth" now much easier than he could have at that time.

News from Galewood and Bensenville Round Houses this month were either never sent or got lost in the shuffle. Hope to get some next month.

The sympathy of all employes is extended to Train Director James Burke and Chief Car Clerk Joe Burke, who were called to Dubuque, Iowa, the latter part of October by the death of their brother.



Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light
—Sturdy Construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern" With or without rear light

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

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WHEN and WHERE YOU NEED IT

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
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Gentlemen:
Please send me complete information about your lights shown above.

I am a on the
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A Letter from the West H. & D.

DEAR GANG!

I just came home after a stroll down the right of way. You see I just got my coat back from the cleaner's and wanted to show it off. I came home with an inferior complex, though. Leo Lutgen was out airing his new fuzzy coat which is what the BETTER dressed men are wearing this season. For the benefit of you Beau Brummels, we would like to publish a photo of Leo's coat but we are unable to at the present writing.

On the new improved crossing we saw Ed Croaker looking over the finished project. Mr. Croaker is Safety First representative.

M. J. Skord, our former trainmaster, now holding a similar position at Marion, Iowa, arrived in Aberdeen the 16th for a few days of hunting. The boys were all glad to see Mike and gave him a big hand.

Harvey Ryan is telling this one on Bill Powell. Bill was spending an evening with ———. The sofa was comfortable and the furnace was going good. The evening wore on and on and on—but ——— father didn't believe in his daughter getting a sugar-coated education so he boomed down from the head of the stairs, "Say, Bill, how do you like your eggs for breakfast, hard or soft?"

Sauntering farther down the platform we saw Louie Mitchell all slicked up, ready to go out on No. 15. We hear that since the Big Mogul diamond was stolen from Uncle Bim, Louie sleeps with a Colt .45 under his pillow.

In a recent letter we mentioned the fact that Miss Mayme Wilson returned from a pleasant vacation in a state of single blessedness. Bill Powell, who is managing a big T-bone in the interstate, says we crowded too soon and that "he who laughs last, etc." Well, Bill says that Mayme was married recently to M. B. Wetzell, of Rapid City, and will make her home there.

We wish Mr. and Mrs. Wetzel a happy married life and we wish to congratulate Mayme on taking a chance. We feel that this puts her in a class with Columbus.

With ten reportable injuries chalked up against the H. and D., Passenger Brakeman "Billie" Arnold's Safety Slogan is most timely. "Billie" says: "It is human to err," so said a sage of ancient times, but in this industrial age, with our required knowledge, if we err it is inhuman."

The Safety First meeting held October 13 was well attended. About 200 were present.

P. H. Nee, together with his wife and daughter Eleanor, left October 27 for Ottumwa, Iowa, where they will make their future home. Mr. Nee has been transferred to the Kansas City Division. Mr. Nee served as superintendent in Aberdeen for two and one-half years. Prior to that he was located at Montevideo. He moved to Aberdeen in 1927 upon a consolidation of divisions by the railroad.

H. M. Gillick, superintendent of the Trans-Missouri Division at Miles City, will fill the vacancy left by Mr. Nee's transfer. We feel that the division is fortunate in having Mr. Gillick transferred here. He was at one time trainmaster here and is very well known. Mrs. Gillick is an active and enthusiastic worker in the Milwaukee Women's Club.

W. H. Murphy, chief clerk in the master mechanic's office, was the victim of a serious accident. Mr. Murphy, with two companions, was hunting when one of the shots from a companion's gun struck him. It was necessary to remove the right eye.

Aberdeen is to be the headquarters for the wrecker. It will be moved here from Mobridge in the near future.

Joe Mandery, who has been in a Chicago hospital with an injured arm, is home again.

Madison Division

WE have a new campaign for helping the Milwaukee Railroad employes out of employment. At the rate we're making payroll reductions we will have to "help." So let's do it in a big way.

Zebine Willson, assistant agent, Palmyra, is on the sick list taking treatment in Milwaukee. We miss Zebine at the station.

We went through October without a single lost time or reportable injury, making three successive months with such a record. We were afraid the "Black Cat" would get in someone's path the last day, October 31 (Hal-lowe'en), but no siree! Everyone watched his step.

Mr. and Mrs. W. C. Kenney, who have made their home in Madison for the past nine years, are now residing in Sioux City, where Mr. Kenney is division master mechanic. We miss the Kenneys and "Barney."

We now have a Madison-Chicago sleeper. Tell your friends about it.

Mike Coleman has been assigned the agency at Black Earth, taking the place of Grant Parker who retired. Mike prefers the West End.

Miss Winnie Fox, former news correspondent, is spending the winter in Chicago.

Grace Suwalski, timekeeper at the division master mechanic's office, has, upon the abolishing of that office, returned to her former position as clerk at Madison roundhouse.

Ann, the midget of the superintendent's office, stole a march on everyone a few months ago and was married. But the constant happy smile that has never worn off since that happy event has finally given her away. CONGRATULATIONS, Ann.

Dining and Sleeping Car Briefs

J. R.

TACOMANS in general were treated to a beautiful sight the other morning: Messrs. Talbertson, Janes, Flynn and Little on the golf course dressed to the minute in plus fours. They say Mr. Talbertson's make-up had more colors in it than the proverbial Joseph's coat. Mr. Flynn's was a bit too tight, but Little and Janes were dolled up par excellence. Mr. Little is accused of being a financial genius, as he furnishes the golf balls for the boys and then charges them if they lose them, which would be all right, but Conductor O'Keefe says that he charged him twenty cents for one and it was second-hand. Little is to be barred in the future and Frank Schaeffer will act in his stead.

Miss Gladys Andress, of Mr. Winkler's office, has just returned from a two weeks' vacation down in Phoenix, Arizona. She reports having a fine time and says that the service on the Southwest Limited was above criticism.

We are sorry to hear that Dining Car Steward Zeigler is ill, and we hope to see him back in the harness again soon.

Conductor Frank De Mars is happy again. Frank was worrying that the new time for 17 would cut him off at Spokane and he couldn't get home. Since he now knows better, we trust he has regained his equilibrium.

Pretty near time for Conductor Lawrence to be sending his Scotch Christmas cards around.

Steward Newberry would have had a nice pheasant dinner the other day but Conductor Hawkins met him at the depot.

Anyone having a suggestion for the successful raising of ginseng please communicate with Steward Hickman. Mr. Hickman lives in Puyallup and spends most of his time while home trying to listen in on the Shanghai market.

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For Rent—Four and five-room apartments. Lovely, light, 4-room apartment, second floor, in Forest Glen, 1½ blocks from Elston Avenue and C. M. St. P. & P. Ry. depot. Best suburban service of 24 trains daily. Thirty minutes to depot. Private yard and large porch. Favorite gas range and porcelain-lined refrigerator. All modern conveniences, with hot water heat and hot water furnished. New building, newly decorated throughout. Will rent furnished or unfurnished. Surface lines, near forest preserve, golf course, near stores, churches and schools. Rent reasonable. One month concession. Also five large, light rooms on first floor. Private yard and porch. Free use of garage for care of plant. New Universal in-a-drawer gas range. Large Frigidaire. Will rent furnished or unfurnished. Heat furnished by American hot water heating plant. Possession immediately. Rent reasonable. One month concession. Apply Mrs. William Florence, 5219 North Leamington Avenue, Chicago.

For Sale—Mink, silky dark, northern, sixth generation, pen-born, domesticated and acclimated, high-grade stock, very prolific, with a 550 per cent increase over ranch. Also excellent males from registered parents. Rigid culling exercised. I grade carefully and price honestly. Suggest prompt inquiry. Write Henry Wanous, Proprietor, Argonaut Mink & Fur Ranch, Olivia, Minnesota.

For Sale—"Little Cop"—best automobile protection you ever saw. You won't need insurance on your car with this, no one will come near it, and your spare tire will be safe, too, for the least touch anywhere on the car will start the noise. Easy to install, shipped complete, prepaid, \$5. Address Box 337, Three Forks, Montana.

For Sale or Trade—My newly-built six-room home at 6527 30th Avenue, Roosevelt Heights, Seattle, Wash. Hardwood floors, built-in closets, etc. Tile (Duro-lite) bathroom and kitchen effects, electric range, sun room, fireplace, hot air furnace, full concrete basement, fully equipped. Large lot and fine garage. Walking distance to University of Washington, Roosevelt high, and grade schools. Mountain and city view hard to beat. \$5,500 on trade—10 per cent less on prompt sale. Buyer to assume \$1,900 mortgage as part. Will trade for good producing farm. Must be paying one. Interested in Montana field crops, beets, beans, etc.; also small furs other than foxes. Write owner, R. C. Floch, Gold Creek, Mont.

For Sale—One Kohler 1,500-watt automatic lighting plant, four Acme S. V. E. portable motion picture machines, all in good working order, and just the thing to start a motion picture theatre in some small towns. These are silent machines, but can be equipped for sound. Will sell very reasonable and allow time on bankable notes. Address W. J. Luth, Agent, Pembine, Wis.

For Sale—Pedigree Boston Terrier puppies. Sired by "Velvet Touch" (the dog with the perfect head), his weight 13½ pounds. The dam is sired by "Intruder's Tiny Toy," he by the famous "Intruder." These puppies are rich seal brindle with even white markings, cobby bodies and short screw tails. They all have heads which are a credit to their famous father. In short, I am offering five Boston puppies possessing the finest of breeding and type—priced reasonably. Full particulars furnished on request. Address Ford Conlin, 106 44th St., Milwaukee, Wis.

For Sale—To my fellow employes I am offering eight choice peony plants and eight choice iris, all labeled for \$5.00. One package of hybrid delphinium seeds will be given with the first 200 orders received. Will give very reasonable prices on choice novelty peonies which I have been collecting for the past fifteen years from all over the world. Send check or money order to A. L. Murawska, River Grove, Ill., Box 284. Eng. C. T.

For Sale—Four-grave Masonic cemetery lot in Mt. Emblem Cemetery; very reasonable. Address E. Vandewater, 3329 Walnut St., Chicago, Ill.; phone Van Buren 3971.

For Sale—Ten acres near Orlando, Florida. Four acres in three-year-old Valencia oranges. Three-quarters acre cleared for house and garden and driven well with pump in. Reasonably priced for quick sale. For further particulars address A. R. Harris, 703½ Pacific Ave., Tacoma, Wash.

Cemetery Lot For Sale—Five-grave lot in Memorial Park Cemetery, Evanston, Ill. Well located and under perpetual care. Lots in vicinity selling for \$275 to \$300, but will sacrifice for \$225. Address C. B. Rogers, 2621 38th Ave., S., Minneapolis, Minn.

Free to My Fellow Employes—I am offering you my services free—12 years as an insurance advisor give me the experience to advise you on any kind of insurance. Your name and address on a postal card will bring me to your home. Address W. A. Johnson, 3719 Ridgeland Ave., Berwyn, Ill.

Chicago Terminals Car Department

H. H.

THE Car Foremen's Association of Chicago held their annual meeting and dance at the Morrison Hotel at Chicago, October 13, and it was one of the nicest as well as one of the largest attended of the annual affairs, which this highly esteemed association of car men hold annually. Our own district master car builder, Mr. F. J. Swanson, of the Northern District, was the retiring president, and the gold emblem of past president, which was presented to him on this night, was a fitting token of the good, conscientious guidance during his term as president. The entering president, who was also installed on this evening, was Mr. G. R. Anderson, district master car builder of the Chicago & Northwestern.

Henry Saacks, clerk at Western Avenue, had the misfortune of having his automobile stolen last month and it was later located, completely stripped, even of the radio which he had installed in the car. Very sorry to hear of this.

Miss Gladys Andress, of dining car accountant's office at Western Avenue, has just returned from a vacation during which she made an extended trip through the Southwest as well as spending most of her time with relatives at Phoenix, Ariz. She reports having a nice trip.

Noticed Car Foreman W. Zuehlke, of Western Avenue, at Car Foremen's Dance on Oc-

tober 13. Bill sure looks good and I believe he is getting younger instead of older.

We are sure dismantling a lot of our obsolete cars at Mannheim at this time, which denotes the spirit our railroad has in keeping its equipment up to the highest specifications, replacing obsolete equipment with new modern cars; and the writer does not hesitate to say, from personal observations, that at one of the largest interchange gateways in Chicago District, the Milwaukee equipment will match or better that of any railroad in this country, both in new cars and good maintenance to remaining equipment. This, we believe, is a wonderful advertisement to shippers, and they can expect real Service from a railroad which must be given their support and which support is so essential in stabilizing conditions throughout the country.

Willie Homeyer, laborer at Bensenville repair track, has purchased the community flivver which was owned by five of our Bensenville repair track employes, which was used in transporting them to and from work. \$10.00 was the purchase price, and personally we believe Willie got gypped.

Ill. No. 75, our fast Kansas City time freight out of Bensenville, formerly run at 7:45 p. m., has been changed to an 8:00 a. m. departure, which now permits the Milwaukee Railroad to give unexcelled fast time freight service to Kansas City and points southwest, both day and night, out of Chicago. Highly efficient, on time, time freight performance is the backbone and governs the progress of modern railroads of today. This

must be met with on time spotting and delivery at destination and interchange points. This sort of service absolutely must be given to obtain increased business and hold our present business. This, coupled with A-1 solicitation methods for added business, will in some measure meet the obstacles which confront the American railroads today. Each and every one of us in railroad service must do all in our power politically and morally to uphold the biggest industry in existence, the American railways.

Safety Section

Report large attendance at both of the regular monthly Car Department Safety First meetings held at Western Avenue October 29, and at Mannheim October 30, 1930. While the Car Department is making favorable progress in the elimination of injuries it must still do more—it must weld itself into such a strong safety organization that it can function without injuries. This can only be accomplished providing every single solitary Car Department employe becomes a serious safety-conscious man. The writer understands that the Milwaukee Railroad at the present time occupies second place in safety performance on American railroads. At the present time the C. & N. W. holds first place by a narrow margin, and if our railroad can function to the end of the year without any more injuries it is almost a certainty that they will be in first place and win that highly esteemed trophy, the Harriman Cup. I hope this appeal goes to all employes to take this to heart.

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